

MODES.

Rolande Savault

Asiatic Building (2nd floor),
24, Queen's Road Central.
Telephone C. 2252.

COUTURE.

Hongkong Sunday Herald.

SOUTH CHINA'S BEST ADVERTISING MEDIUM.

Vol. III No. 261.

號三月三 年九十二百九千一英

HONG KONG, SUNDAY, MARCH 3, 1929.

日二廿月元 年巳己次歲 年八十國民華中

Price, 10 Cents Per Copy.

AT ALL
HOTELS
AND
CLUBS
CALL FOR

"U"

BEER

PILSNER

URQUELL

the ORIGINAL

PILSNER BEER

Agents:—

**A. S. WATSON
& CO., LTD.**

WINE & SPIRIT MERCHANTS.

Phone C. 16

Kowloon K. 17.

USE

RAJAR

THE BRITISH

ROLL FILM



PRICES:

V.P. Size .40 cents
3 1/4 x 2 1/4 .40 cents
4 1/2 x 2 3/4 .50 cents
4 3/4 x 3 1/4 .75 cents
5 1/2 x 3 1/2 .85 cents

STOCKED BY

ALL DEALERS

IN

HONG KONG.

BOXING TOURNAMENT

NEWCOMER WINS FIRST FIGHT

SPORTING DISPLAY

Bowden Outclassed But Game

"Jock" Creighton, who made his first appearance in a Hong Kong ring last night, proved himself to be one of the cleverest and cleanest fighters seen here for a long time. Although L. S. Bowden, his opponent, gave him a good battle, Creighton's class was obvious from the start. Both men fought on sporting lines throughout, and were accorded a hearty cheer when they left the ring.

A. B. Ewin, an old favourite, was unable to appear, his place being taken by L. S. Morris, who gained a deserved victory on points over A. B. Trimming. For clean, hard fighting the evening's entertainment would be hard to beat, and the spectators all left the building highly satisfied with the fare provided.

CONTESTS DESCRIBED

In the first round of the featherweight contest, A. B. Friend, H.M.S. "Titania," 126 lb., started off very confidently. A. B. Seaman, Navy, 129 lb., seemed to be at a loss, but after taking a short count in the second round, came back strongly. In the fifth round Seaman gained confidence, but could not make up the margin of points against him. The verdict was rightly given to Friend, but Seaman received an ovation for his plucky show.

Harley v. Hume

This was a very hard fight (six rounds) featherweight, although no punishing blows were exchanged. The bout ran on very even lines until the fourth round. Both men then came out to make a fight, but appeared to have too much respect for each other's punch. In the fifth round Stokeley Harley, H.M.S. "Kent," 129 lb., was cautioned by the referee, but kept strong to the bell. Pte. Hume, K.O.S.B., 129 1/2 lb., was given the verdict after a very hard-fought bout. There was very little to choose between the two.

Woolley v. Finlayson

These two regimental rivals wasted no time whatsoever in the six-round middle-weight contest. Woolley, who adopted a left-hand stance, was full of fight, but received a jolting left to the point just before the bell rang in the first round. Lance-Corporal Finlayson, K.O.S.B., 153 1/2 lb., was better at long range, and tried hard in the third round to put his man out. Pte. Woolley, K.O.S.B., 153 lb., who appeared tired, boxed cleverly. Finlayson scored again in some heavy exchanges in the fourth round, and kept on the aggressive in the fifth. Both men were very determined in the last round, but Finlayson got the verdict on aggression.

The fight made a big hit with the crowd, and Woolley was loudly applauded on leaving the ring.

White v. Shons

L.S. Shons, H.M.S. "Seraphis," 131 lb., carried away the honours in the first round, although A.B. White, H.M.S. "Cornwall," 129 lb., was very smart on his feet, and always looked dangerous. White boxed in a spectacular fashion in the second round, but Shons landed the more solid punches. White scored in the fourth, displaying excellent ring-craft, and landing several hard right hooks. Shons scored a clean knock-down in the fifth round, but White came up on his feet at once, and danced out of danger. He was bleeding badly at the bell.

At the end of the sixth, it appeared as if White wished to withdraw. He went to his opponent's corner, but was ordered to box on, which he did, very gamely. White fought on pluckily until the final round, in spite of the fact that his right hand appeared to be useless. He took a good deal of punishment, but persevered until the finish, when Shons was given the verdict.

It was learned afterwards that White's right hand "went" in the third round.

The Big Fight

Both men were extremely well trained. A.B. Creighton, H.M.S. "Cornwall," 145 lb., whose first appearance it was in a local ring, did not seem to be a whit perturbed by his unaccustomed surroundings. His opponent was L.S. Bowden, H.M.S. "Hermes," 145 lb. The first round was even, each man feeling out the other. In the

2nd round, after Creighton had landed several hard right swings, Bowden stood back sportingly when his opponent was off balance. Bowden came out to fight in the third round, and some hot exchanges ensued. Creighton covered up well under a hot attack, and the round ended with honours even. Bowden kept up the offensive in the fourth, but took as much as he received. Creighton showing better judgment of distance, Creighton showed some class boxing in the fifth round, and Bowden seemed outclassed at this stage. The bout continued on hard fighting lines, with Creighton missing one excellent chance in the sixth. Bowden took a good deal of punishment in the next three rounds. Creighton slipping his leads repeatedly, and landing solidly to the body.

(Continued on Page 20.)

CHINESE FLIGHT

Start With Danish Colleague

London, Yesterday. The Chinese airman, Wen Lin-tchen, accompanied by a Danish colleague, started from Croydon on a flight to China on one of the fourteen Cirrus aviation aeroplanes ordered by China to train Chinese to fly in the new school at Nanking. He is proceeding via Berlin, Constantinople, Iraq, and India.—Reuter.

HOOVER'S CABINET

A New Secretary For Agriculture

New York, Yesterday. The "New York Times" learns that Mr. Arthur Hyde, ex-Governor of Missouri, will be Mr. Hoover's Secretary for Agriculture.—Reuter's American Service.

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS

The following are the winners of the cash sweeps at yesterday's Races:—

Race 1.
No. 578 \$1,136.40
" 424 324.40
" 141 162.20

Unplaced \$50 each:—Nos. 173, 587, 587, 475, 397, 343, 427, 515, 83, 121, 432, 409, 174, 53, 285.

Race 2.
No. 266 \$1,730.40
" 146 494.40
" 18 247.20

Unplaced \$50 each:—Nos. 16, 201, 74, 439.

Race 3.
No. 773 \$2,088.80
" 30 596.80
" 671 298.40

Unplaced \$50 each:—Nos.—199, 563, 720, 790, 60, 887, 89, 294.

Race 4.
No. 170 \$2,704.80
" 537 772.50
" 982 386.40

Unplaced \$50 each:—Nos.—55, 259, 409, 25, 864, 460, 453, 651, 175, 709.

Race 5.
No. 384 \$4,310.60
" 688 1,231.60
" 1,185 615.80

Unplaced \$50 each:—Nos.—949, 1,174, 1,002, 1,503, 13, 955, 611, 604, 589, 279, 1,632.

Race 6.
No. 373 \$4,508.00
" 1,498 1,288.50
" 537 644.00

Unplaced \$50 each:—Nos. 620, 808.

Race 7.
No. 1,512 \$5,180.00
" 518 1,480.00
" 61 740.00

Unplaced \$50 each:—Nos. 1,472, 840, 787, 613.

Race 8.
No. 1,677 \$5,213.60
" 115 1,489.60
" 1,679 744.80

Unplaced \$50 each:—Nos.—563, 624.

Race 9.
No. 815 \$5,159.00
" 629 1,474.00
" 992 737.00

Unplaced \$50 each:—Nos. 1,323, 1,526, 1,026.

Race 10.
No. 705 \$4,921.00
" 548 1,406.00
" 176 703.00

Unplaced \$50:—No. 70.

Race 11.
No. 1,012 \$5,425.00
" 1,063 1,550.00
" 992 775.00

Unplaced \$50 each:—Nos. 987, 1,720, 379, 1,540, 1,629.

[Racing news will be found on page 5.]

MONEY TALKS

Chinese General Asks \$500,000

STILL NEGOTIATING!

Thousand Revolters Imprisoned in Peking

Peking, Yesterday. From a very reliable source it is learned that the present cessation of hostilities in the vicinity of Chefoo is due to negotiations between Generals Chang Tsung-chang and Liu Chen-nien.

General Liu Chen-nien asked for half a million dollars to turn over to General Chang Tsung-chang, who offered \$100,000, after which a truce for five days was declared for negotiations, the result of which is not yet known.

A Fresh Revolt

Peking, Yesterday. The west section of Peking was panic-stricken this morning when a regiment from the Northern troops suddenly revolted.

At dawn twenty panic-clothed gunmen accosted the Shansi guards in the vicinity of the well-known Lama Temple, disarmed them, and fired shots in the air, whereupon the disaffected regiment billeted in the temple manned the walls and commenced a furious fusillade on the street.

The authorities acted with commendable promptitude, quickly bringing up loyal troops, isolated the temple, and silenced the mutineers' fire and then began disarming them.

Business and traffic were at a standstill, but the situation is now quiet. The casualties are not known as the Shansi troops have a cordon round the area.

Revolt Denied

Peking, later. There has been no further trouble in the west city, the entire force, numbering 1,000, having been disarmed and imprisoned within the Winter Palace. Two of the revolted were killed and 35 wounded.

Officials declare that no revolt occurred, but that the troops were disarmed under orders from General Yen Hsi-shan and Tai Yuan-fu, who had learned of their leaders communicating with General Chang Tsung-chang.

The arrested leaders of the revolted admit that they were acting under the orders of General Chang Tsung-chang.—Reuter.

VALE, COOLIDGE

Emotional Farewell of Cabinet

New York, Yesterday. President Coolidge had an emotional farewell of his Cabinet.

"I minded my own business" was the only comment of the President when interviewed on his record of national economy and prosperity.—Reuter's American Service.

HONOUR TO DR. TSO

Dinner Given by Chinese Merchants

30 YEARS' PUBLIC SERVICE

"Not a Representative of Kowloon on the Council"

More than a hundred of the leading Chinese residents in the Colony assembled in the Kam Ling restaurant, West Point, last night, as hosts to the Hon. Dr. S. W. Tso (Tso Seen-wan), O.B.E., LL.D., who was recently appointed an Unofficial member of the Legislative Council.

The Hon. Sir Shou-son Chow, Kt. Bach, senior Chinese member of the Legislative Council, presided.

Among the distinguished gathering were Mr. Li Yuen-tsun, C.B.E. (Chairman of the Hong Kong Chinese General Chamber of Commerce), Mr. Liang Shih-yi (ex-Premier and ex-Minister of Finance), Mr. Chau Tung-shang, Mr. T. N. Chau, Mr. Leung But-yue, Mr. Tam Woon-tong, Mr. Ip Lan-chuen, Mr. Chan Heung-pak (of the Chamber of Commerce) and representatives of the largest Chinese institutions in the Colony, also merchants, compradores, and members of the learned professions.

The Hon. Dr. R. H. Kotewall, C.M.G., LL.D., was prevented by indisposition from sitting at the sumptuous repast.

Double Honour

During the evening, firecrackers were fired by neighbours, coincidentally, one string lasting a quarter of an hour. Sir Shou-son Chow, in a witty speech, referred to the firecrackers as a happy augury of Dr. Tso's appointment to the Legislative Council.

Sir Shou-son Chow observed that the gathering wished to do honour to Dr. Tso but, in fact, Dr. Tso was honouring the gathering by his presence.

Reference was made by Sir Shou-son to Dr. Tso's service in the Colony for over 30 years and with abundant result.

Ten years ago, the senior Chinese Councillor continued, there were over 600,000 Chinese in the Colony. The number now exceeded 1,000,000. Evidence of the Government's paternal interest in the Chinese community was forthcoming in the appointment of Dr. Tso as a third representative of the Chinese in the legislature.

Sir Shou-son Chow emphasised that Dr. Tso is not—as has been wrongly stated—a member for Kowloon. He is, Sir Shou-son said, one of the Chinese representatives in the Colony of Hong Kong.

There were two reasons for doing honour to Dr. Tso; the first, his appointment to Council, the second, the conferment of the dignity of O.B.E. on him in recognition of services to the Colony, to the public at large and to the Chinese community. (Prolonged applause).

Classic Reply

Dr. Tso's classic reply was punctuated with applause. The Imperial Government having sanctioned extension of the Legislative Council, he said, the Hong Kong Government had condescended to overlook his shortcomings and appoint him an Unofficial member. This was not an honour to him, Dr. Tso insisted, but an honour to the Chinese community.

He considered the banquet, Dr. Tso added, an honour to all the Chinese of Hong Kong; and, such being the occasion, he should have been one of the hosts to the community which had been honoured by the Government. However, he had been placed in the position of a guest. Accordingly, he took it upon himself, as a representative of the community, to tender hearty thanks to the hosts.

Dr. Tso gave an undertaking to do his best with the co-operation of his esteemed colleagues, the Hon. Sir Shou-son Chow and Hon. Dr. Kotewall.

Mr. Li Yau-tsun

In conclusion, Dr. Tso drew attention to a further honour for the Chinese community, namely, the appointment of Mr. Li Yau-tsun (in the New Year Honours) to be a Commander of the Most Excellent Order of the British Empire.

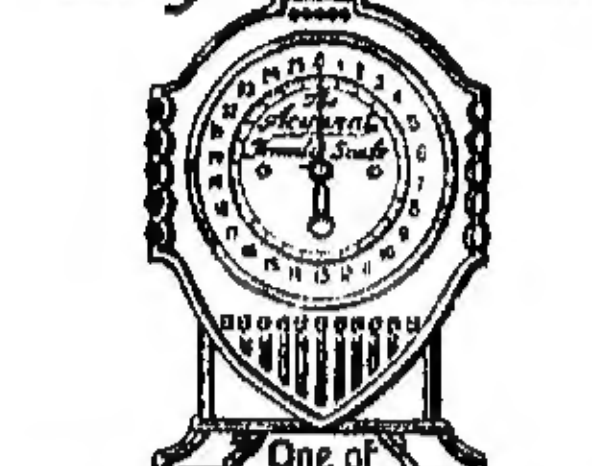
On the call of Dr. Tso, the gathering drank the health of Mr. Li Yau-tsun—doing so as heartily as it had done when the Chairman had given the toast of the guest of honour.

WHITEAWAYS

FOR
HOUSEHOLD
REQUISITES

ACURAT

Family Scale



One of Whiteaways Standard Values

Wonderful Value in Household Scales. Metal with White Enamel Dial, also fitted with adjustable Screen. Our Standard Value.

STANDARD
VALUE
PRICE \$2.50

WONDERVAC

CARAFE

(Contains approx. 1 quart)



Made from Polished Aluminium. Specially suitable for Iced Drinks. Capacity about Two Pints. Cork Stopper.

STANDARD
VALUE
PRICE \$5.00

THE "SYLVAN"

FRUIT & SALAD DISH



Charmingly designed Fruit or Salad Set, good quality and low priced. Another Standard Value.

STANDARD
VALUE
PRICE \$3.25

THE "POPULAR" TEA SET



Wonderful Value. The "Popular" Tea Set. Beautiful Floral Designs to meet all tastes. English made. Set of 21 pieces.

STANDARD
VALUE
PRICE \$7.50

THE "TUDOR" CHOTA HAZRI

OR EARLY MORNING TEA SET



One of Whiteaways Standard Values.

"TUDOR"

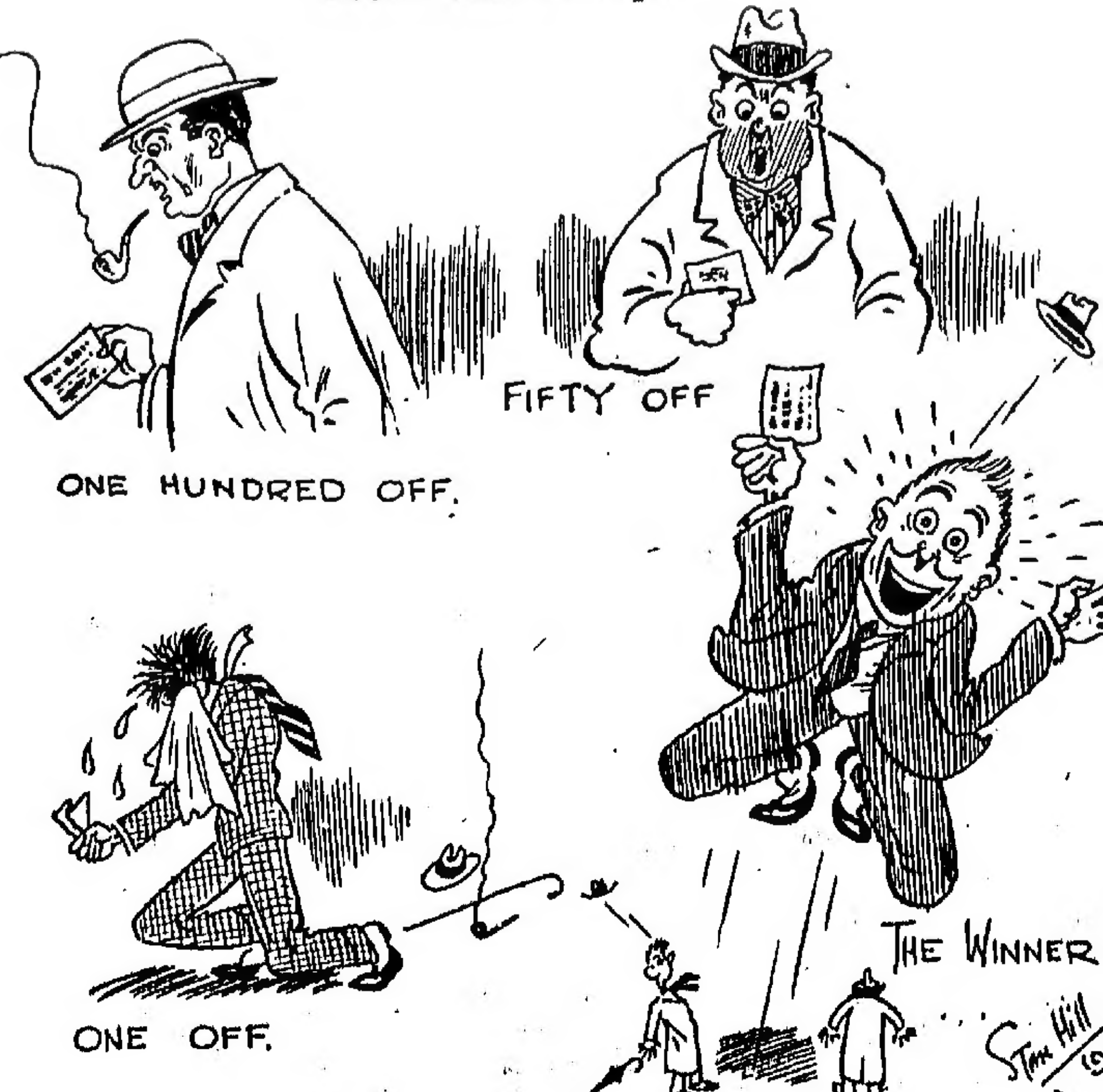
Early Morning Tea Set, white ware, English made as illustrated.

STANDARD
VALUE
PRICE \$2.00

FIRST FLOOR SHOWROOMS.

WHITEAWAYS

About Cash Sweeps



"PHASES" OF THAT WINNING NUMBER!

HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG—CANTON LINE.

Sailings from Hong Kong: Daily, at 8 a.m. & 10 p.m. (Sundays 10.00 p.m. only)
Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG—MACAO LINE.

From Hong Kong: 8.00 a.m. "SUI AN" from Wing Lok Wharf (Sundays Excepted)
2.00 p.m. "SUI TAI" do. (Sundays Excepted)
From Macao: 8.00 a.m. "SUI TAI" (Sundays Excepted)
2.00 p.m. "SUI AN" (Sundays Excepted)

SUNDAY EXCURSION:

From Hong Kong: SUNDAY, 3rd March, 9.00 a.m. "SUI AN"
From Macao: 4.00 p.m. "SUI AN"

FOOT EASE



FOOT EASE Hosiery Mill
HONGKONG OFFICE
121 FLOOR BANK OF CANTON BUILDING
HONGKONG
TEL. C. 8970

STOEWER TYPEWRITERS

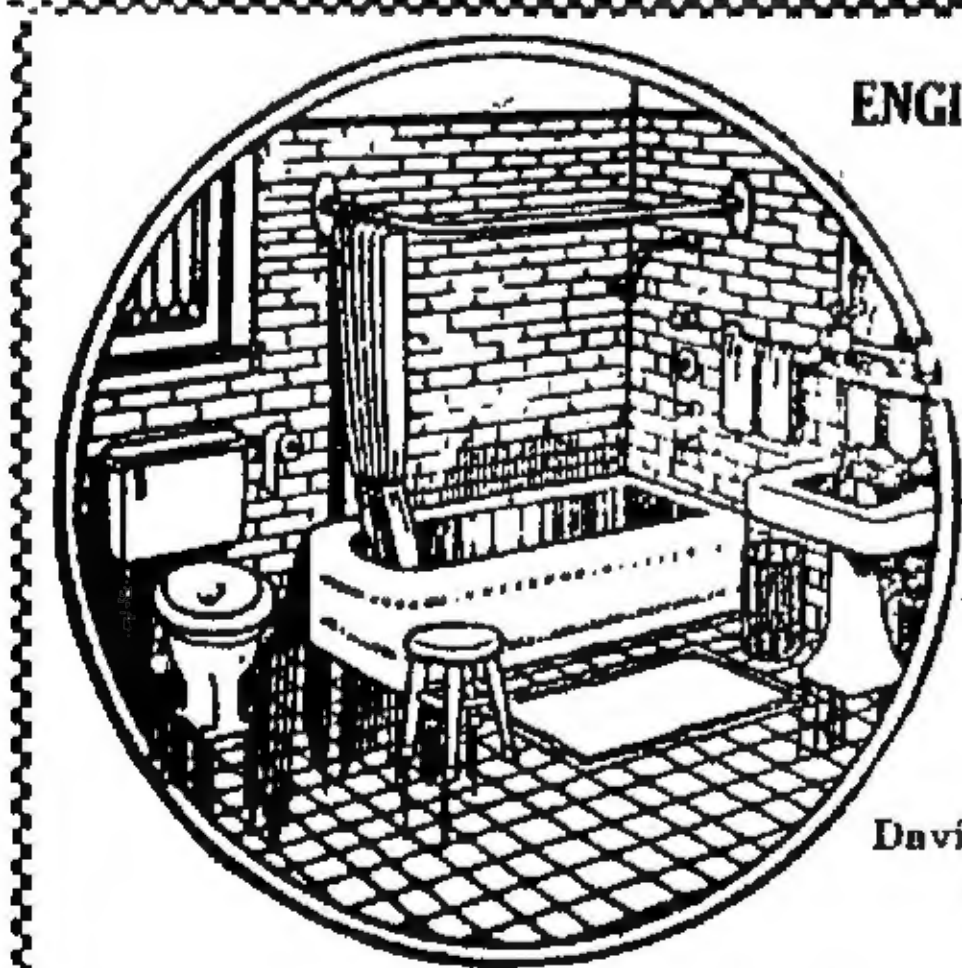


STANDARD & PORTABLE
UNRIVALED!
INCOMPARABLE!
The STOEWER is a perfect machine, light and quick action, fitted with many improvements.

For further particulars apply to

BITZER & CO.

QUEEN'S BUILDING, ICE HOUSE STREET, 2nd FLOOR.
SOLE IMPORTERS FOR HONG KONG & SO. CHINA



ENGINEERS AND SUPPLIERS
OF ALL
BUILDING MATERIALS
and
SANITARY APPLIANCES.

Estimates on Application.

GAY KEE

David Building, Des Voeux Road C.
Telephone C. 1482.

KEE MUN TEA

HIGH GRADE QUALITY BLACK CHINA TEA.

A Tea of excellent quality possessing a beautiful flavour which will appeal to all.

To be obtained from all the leading Stores and Compradores.

Sole Agents:—

KAY SAN TEA CO.

CHINA BUILDING, 2nd FLOOR.
QUEEN'S ROAD C., HONG KONG.

Head Office.

Hankow.

HOME SPORT.

TRAINING FOR ASCOT

London, Jan. 17.

There is a good deal of discussion of the weight allotted to the American horse, Reigh Count, in the Lincolnshire Handicap. It may not be of much practical importance, because he has come over to be trained for the Ascot Gold Cup, and few anticipate his actually running at Ascot. But if he were to do so, he seems to have weighed altogether below what he should be entitled to on his American form. He is undoubtedly the best four-year-old in that country, and there is no reason for thinking that he is not, at any rate, very nearly the equal of our foremost classic horses. Yet he is made to share the top-weight position with the six-year-old Pohnanun, to whom the Derby or Eclipse Stakes winner of last year would certainly be made to concede a stone. The past victories of Sir Galahad III and Tapin show how easy it is to under-rate foreign form in this very race. If the trainer of Reigh Count were to take it into his head to send him to the post at Lincoln, it would not improbably give the whole market a fright. The handicap altogether looks as if it might contain several "surprise" winners. When one sees a once respectable runner like the now aged Berkeley Bridge let in with 6st. 2lb., it is impossible to forget the victory of King of Clubs. Then 6st. 6lb. seems a very lenient weight for a four-year-old like Scintillation, who finished seventh in the Derby and ran creditably afterwards at Ascot and Newbury. The ante-post lists assign favouritism to well-exposed horses like Pohnanun, Bayton and Orindos, but close students of the handicapper's work will be more disposed to expect the winner to come "out of the blue." The early favourite of the Grand National seems to be Great Span and Master Billie.

Internationals Injured

Two of the chosen English team got knocked about a bit in the Blackheath-Marlequins match on Saturday, and it is to be hoped they will retain no ill effects of it when they line up against Wales two days hence. Picked internationals ought really to be kept out of the field the previous week. Aarvold had to have a damaged finger attended to during the game, and could not make much of his passes afterwards, while Laird was twice "laid out." It was a very moderate game, in which the intense cold upon the Rectory Field seemed to "freeze the goal current" of the backs upon both sides. It lost a little in sparkle also through the absence of Young and Jacob from one side, and of Wakefield from the other. The Harlequins won by a goal and a penalty goal to a goal, H. L. being given a brilliant exhibition of his versatility as a wing-forward. A subordinate Blackheath team, which nevertheless had some good men in it, got a dressing-down from the Old Millhillians by 22 points to 5. The latter's half-backs, Sobey and Spang, were again the architects of victory. They are players of quick imagination, who understand each other to a nicety, and it would be no surprise to see them some day "capped" as a pair for England. Sheehan, the Waratah, did a good deal to help Richmond to beat the United Services by a goal and a dropped goal and two tries to a goal. There will have to be some sectional tie games in the County Championship. Lancashire, by beating Northumberland, finish up equal with Cumberland in the North, while in the South-west Devon, Somerset and Gloucestershire are level. From put a veto on Rugby in the Glasgow district, but the Academicals, who had a fixture with Stewart's, met the situation by signifying their readiness to play in Edinburgh, where the game accordingly came off. The visitors from the West outplayed their rivals by a goal and a try to a goal. The Watsonians maintained their recent improvement, and followed up their win over Hawick by drawing with Heriot's, who were without A. H. Brown. The score was a goal each—the Watsonians try being gained by Selby, the old international. Hawick met Kilmarnock in a friendly game of earlier in the season by winning 20-0. The clubs at the head of the Scottish Championship table are now Heriot's, Glasgow High School and Dunfermline, each of whom has been beaten twice.

Ryder Cup Match

Mr. Samuel Ryder, donor of the Ryder Cup, made an interesting reply to Walter Hagen, captain of the American team, during the prize-giving at the Herts Alliance meeting at Verulam. Mr. Ryder referred to Hagen's recent statement to the effect that the American team might be open to British-born professionals resident in America. The side which is coming over to defend the Ryder Cup consists of American-born players, and Mr. Ryder said that this matter was all settled before the cup was given, and it would be ridiculous to expect that men who had learned their golf in Great Britain and had emigrated should assist the United States in such a match. Mr. Ryder announced that the British team will probably go for special training to Scarborough before proceeding to Leeds for final practice. The Professional Golfers' Association, who are responsible for the management of the match, have launched an appeal for contributions to the fund necessary to cover the expenses, not only for this year's match, but also of the following contest, to be played in

A Big Scottish Crowd

One of the best Scottish League encounters of the season was at Hampden Park where before 60,000 the Rangers defeated Queen's Park by four goals to nothing. The score was all made in the second half (McPhail being responsible for three parts of it), and it rather exaggerated the winners' superiority. The Celtic, who were beaten 2-0 by Partick Thistle, are now 15 points behind the Rangers, but have played only one game fewer. Motherwell also fell further behind by dropping a point to the Clyde at Shawfield Park. Two lowly clubs in Cowdenbeath and the Airdrieonians won against the Hibernians and the Third Lanark. The Hearts won 4-2 at Ayr, and Aberdeen at home gained a trouncing victory of 6-0 over St. Mirren.

SOCIAL GOSSIP

Lady Mary Lodge, wife of Sir Oliver Lodge the noted scientist, has died. Sir Oliver Lodge expresses his certainty that she will communicate with him from the other side.

Mrs. B. J. Dunnett (late of Lane, Crawford and Powell's) has taken over the sales department at Pamela's, the dressmaking and designing department of which will be continued as usual by Madame Louise.

Ex-Sergeant Josline, who was compelled to resign from the Metropolitan Police Force in 1922 for denouncing the corruption of Sergeant Goddard and others, has been officially exonerated by the Home Office. He is now making a claim for substantial financial compensation.

Mr. Ramsay MacDonald who was reported in some of the home papers to be contemplating resigning from political life, ridicules the report.

Sir Charles Edward Cradock Hartopp, the well-known landowner is dead at the age of seventy. He served in the Egyptian campaign and had been in the Diplomatic service.

News received privately from Dr. and Mrs. A. R. Wellington gives their address as 100, The Peak, Hong Kong. The temperature was 42 degrees when they landed, rather a sudden drop from Malaya's 75-80 degrees, says the "Kuala Lumpur Mail."

The following are due here by the s.s. "Haroun Maru" from Europe today:—The Rt. Hon. Sir Charles Elliot, Mr. V. Conde, Miss A. Pers, Mr. R. Pomeroy, Mr. E. L. Powell, Mrs.

The Ryder Cup Team

The Professional Golfers' Association has chosen ten players from whom the British team of eight will be picked for the Ryder Cup match with America at Leeds on April 26 and 27. They are P. Allis, S. Burns, A. Boomer, A. Compston, T. H. Cotton, G. Duncan, A. Mitchell, F. Robson, C. A. Whitcombe and E. E. Whitcombe. Duncan has accepted the captaincy, and is probably the best choice, as he has energy and enthusiasm, and has recently achieved a greater consistency in his play. Havers and George Gadd might possibly have been included had they not been just now in South America, and the only missing name that causes any surprise is that of H. C. Jolly. Only Allis, Burns and Cotton have not yet played in an international match. Allis, who is in Berlin, has been Open Champion of Germany for the last three years, and Burns has for a similar period held the Scottish title. Cotton, the youngest member of the side, is only 22. He has tremendous enthusiasm for the game, and is just now touring the States in order to study the American play upon its native health. Golfers generally regard the British team with considerable hopefulness.

Bud Walley at the N.S.C.

Bud Walley, of Singapore, made a most favourable impression on his first appearance at the National Sporting Club, and it was a pity that his eight rounds with Dick Inkles, of Sheffield, were placed at the very end of a long evening's programme, because the exhibition was thus missed by many who have thoroughly enjoyed it. As it was, it was recognised to be the most spirited bout of the evening. Walley obviously lacked experience, but he certainly "showed willing." The Sheffielder has a longer reach and a harder punch, and it was pretty evident that his straight left was too good a defence for Walley's two-handed fury. Inkles reminded a good many people of Jimmy Wilde. But, although the verdict was against the Singapore boy, the referee, Mr. Corri, made a speech afterwards, in which he said the members had never seen a gamier lad in the ring. His tactful Oriental second, it may be added, made quite a picturesque figure in such a setting.

Barry's £200 Match

H. A. Barry, the world's professional champion sculler, is to meet T. Tonks, of Wallsend Rowing Club, in a match on the Tyne for a stake of £100 a side. The match is the outcome of a challenge by Tonks, who will be conceded a start of 10 seconds over the Tyne Championship course. This course is one of the most level in the country, the distance being three miles and three furlongs. The race will take place within the next two months, it is anticipated. Barry being anxious that it shall be decided before the end of April, at which time he intends to settle down to serious training for his world's championship race on the Thames during the summer. Best boats will not be used in the Tyne race, but the slightly heavier and shorter boats, similar to those employed in the Tyne Christmas Handicap.

Mrs. Carthew's Ashes

The body of Mrs. Carthew, racehorse owner, who died at Nice, was cremated at Golders Green on January 8. Mrs. Carthew was a patron of the stables of Mr. Stanley Wootton, the Epsom trainer, and in accordance with a wish she expressed, her ashes were scattered on the jumps on Six Mile Hill, Gallopas, Walton Downs, which adjoin Epsom Downs. Mr. Stanley Wootton a few years ago bought the rights of the Lord of the Manor of Walton Downs, and has control of the gallops there. Six Mile Hill extends as far as Tottenham Corner. Among the horses trained for Mrs. Carthew by Mr. Wootton was Medal, who died heated for first place in the Cambridgehire in 1927.

Game 600 Years Old

Hundreds of people assembled at the quaint Lincolnshire village of Haxey on January 5 to see the playing of the 600th annual game of Haxey hood. The game closely resembles football, and is stated to be the forerunner of the present Rugby game. It is the survival of an ancient custom, perhaps dating from Pagan times, and tradition says that it is a yearly memorial to Lady Mowbray, whose family were Lords of the Manor for generations. The "hood" is a piece of sackcloth about two feet long, shaped as a Rugby ball. At two o'clock the game began with a procession to a time-worn memorial standing some yards from the beautiful new War memorial recently erected. Wearing a red coat, a hat bedecked with flowers, and carrying a wand, William Johnson and twelve "boggans," with a fool gaily attired, proceeded from the memorial to a field on the hillside. All and sundry were invited to take part in the game, and the hood was thereupon thrown into the air by Capt. H. Crookshank, the local M.P. The cry was raised:

House against house, town against town

If you meet a man knock him down. And run went on until dusk. High and low rich and poor took part, and the game ended when the hood reached a certain part of the parish. Great festivities followed.—Ex.

ANNOUNCEMENT

A marriage has been arranged and will take place in the Rosebank Church, Nipon, Scotland, on April 2, between Miss Elizabeth Howat Nicol (Betty), elder daughter of Alexander Nicol, late of Tallico, and of Mrs. A. M. Nicol, 11, Seabank Road, Nairn, and Harold George Hill, M.A. Honours, B.Sc., only son of Mr. and Mrs. J. S. Hill, of Battelield, Glasgow.

M. A. Ramsay, Mr. and Mrs. L. O. Ross, Mr. and Mrs. Simpson, Miss M. Steffen, Mr. and Mrs. O. H. Eppy, Mrs. C. J. Avis, Miss Avis, Mr. and Mrs. W. H. de Roos and three children, Mr. H. T. Gilson, Prof. and Mrs. T. Uyeda, Mr. and Mrs. H. O. Evans, Mr. and Mrs. W. L. Kane, Capt. M. Kuga, Mrs. A. O. Marc and son, Miss M. Pidgeon, Mrs. L. P. Smith, and Mr. and Mrs. H. Watts.

Brunswick House.

BRUNSWICK PANATROPE

ALL THE LATEST MODELS

AND

BRUNSWICK RECORDS

recording all the new hits in dance music.

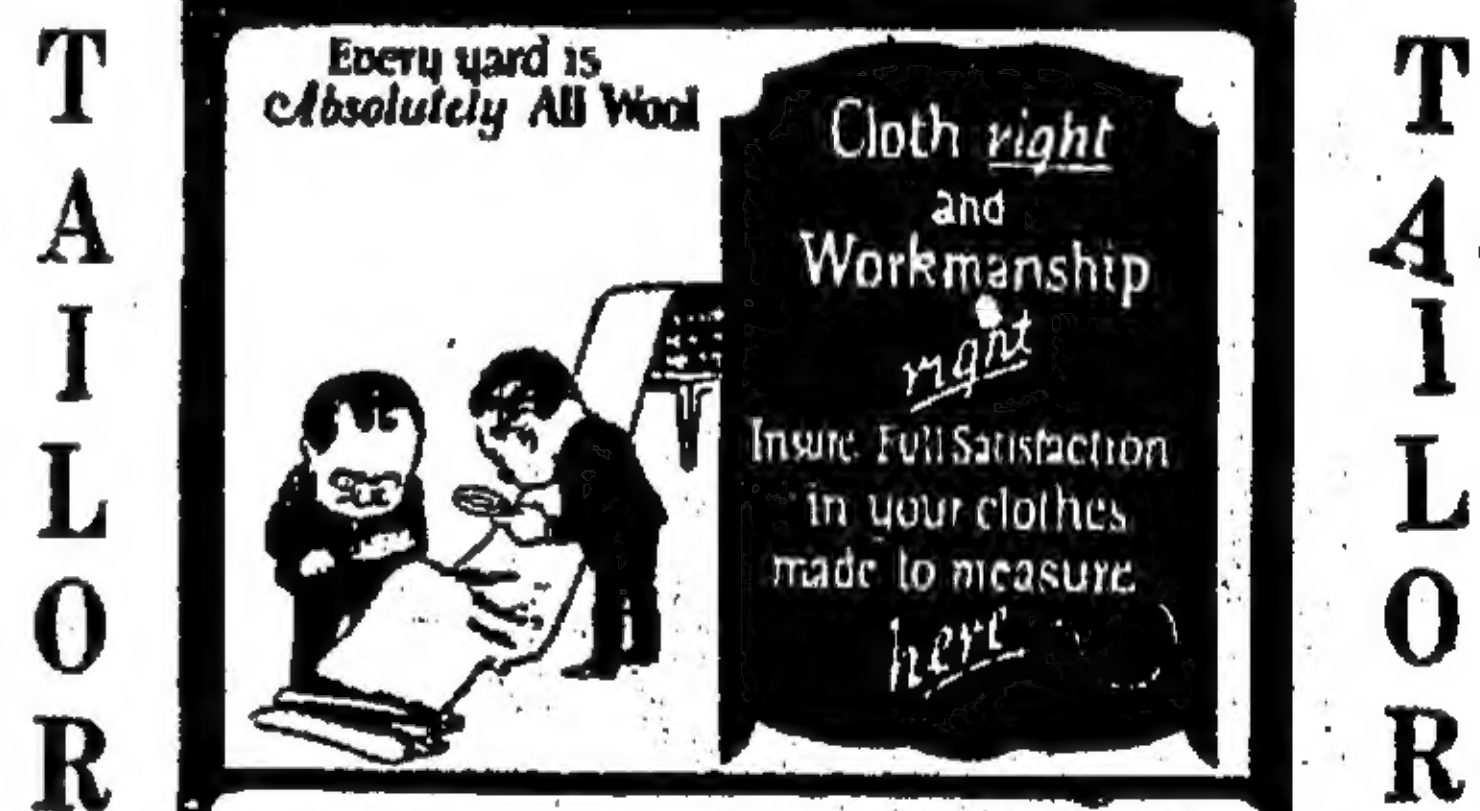
To hear a Brunswick Record on a Brunswick Panatrope is a sure cure for the blues—this combination compels you to dance whenever you hear it.

17, Ice House-street, Tel. C. 4035.

TURFING SEASON NOW AT HAND CONSULT

YEUNG FAT & CO.
EXCHANGE BUILDING
(3RD FLOOR)
TELEPHONE C. 3989

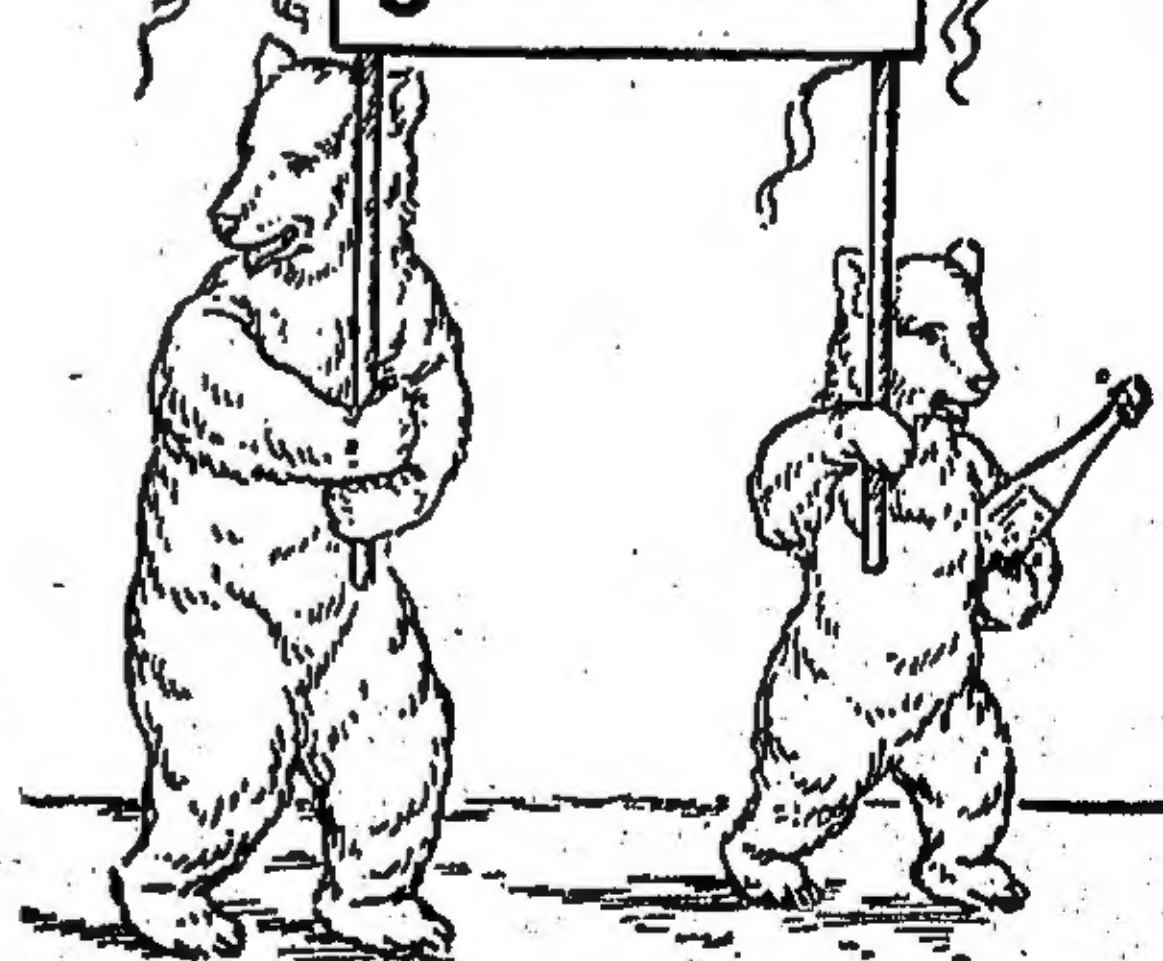
ESTIMATES FREE.



WING FONG

Tel. C. 5257 14 & 16, WELLINGTON STREET.
(Up from Flower Street turn right corner.)

Drink more good milk



BEAR BRAND MILK

A natural cow's milk, pure and exceedingly rich offering a food value that has no equal. Drink it every day and let the family drink it.

Sole Agents for Hong Kong and South China

A. B. MOULDER & CO., LTD.

China Building,
Hong Kong.

Wm. Powell Ltd.
10, Ice House Street.

ARE RECEIVING THEIR
**NEW SPRING & SUMMER
SUITINGS**

ON TUESDAY NEXT.

An early inspection of these
new goods is invited.

WM. POWELL, LTD.
Gentlemen's Tailors and Breeches Specialists.

4.15 P.M. **TO-DAY** 9.15 P.M.

LAST FEW NIGHTS
IN HONG KONG.

Final Matinee: Hong Kong, Wednesday,
6th March, at 4.15 p.m.

HARMSTON'S CIRCUS
Praya East Reclamation (Wanchai).

GRAND OPENING
at Mongkok, Kowloon

on
7th March, 1929, at 9.15 p.m.

All New Acts. All New Items.

Not a Dull Moment.

One Swing from start to finish.

Watch where the crowds go and follow.

Booking at Moutrie's.

**STOP THAT.
COLD WITH
VAPEX**
"A DROP ON YOUR HANDKERCHIEF"

TO-DAY & TO-MORROW at 5.20 & 9.15 p.m.

BARDLEY'S
The Magnificent

Starring
JOHN GILBERT



ALL LOVERS of real romance will thrill to the stirring adventure,
the light hearted way in which Gilbert fights with death to win a
lovely lady's favour!

At 2.30 & 7.15 p.m.
Chinese Picture

"FAITHFULNESS"

AT THE

MAJESTIC
NATHAN ROAD, KOWLOON.

LEAGUE FOOTBALL

Navy Beaten by China Athletic

KOWLOON'S NARROW WIN

Club de Recreio Defeat South China

In the First Division of the League yesterday, South China lost two valuable points at Caroline Hill and the Navy went under unexpectedly to the Athletic. Navy were much better in the first half but missed chances. The other results were much as expected, though Kowloon just got home against the Club.

Some tall scoring was the feature of the Second Division games.

RESULTS AT A GLANCE

Division I.			
South China	1	Recreio	3
Athletic	1	Navy	0
Kowloon	1	Club	0
R.A.	0	K.O.S.B.	4
Division II.			
St. Joseph's	0	Queen's Regt. Res.	3
R.A. Res.	0	K.O.S.B. Res.	7
South China "B"	1	R.A.F.	4
Kowloon Res.	1	Navy "B"	7
Eastern	0	Athletic	3

League Div. I

SOUTH CHINA A.A. v. CLUB
DE RECREIO

Before a small crowd at Caroline Hill the Club de Recreio defeated South China in a poor game by three goals to one. The Recreio accepted their chances, but the locals had a day off and surprisingly easy chances were missed.

Teams:—South China:—Pau Ka-ping; Li Tin-sang, Lau Kau; Leung Wing-tak, Wong Mee-shun; Leung Wing-chiu; Tsang Shiu-leung, Chu Kwong-in, Fung King-chung, Lau Mau, and Ip Pak-wa.

Club de Recreio:—Beltrao; Silva-Netto, Xavier; Figueiredo, C. Remedios, Souza; B. Gosano, Ward, A. Gosano, Pereira, and Santos.

Referee:—Mr. W. E. Hollands. Recreio from the kick-off attacked smartly, Gosano being early in the picture. Good work by the Chinese left wing almost produced a score, Ip Pak-wa sending over a lovely centre which Chu put over the bar.

After South China had frittered away several chances Gosano burst through and, giving to Pereira, the latter scored easily. Xavier saved on the goal line with China going strong and Recreio relieved through Remedios, who was playing well. China came away strongly and Tsang Shiu-leung, dribbling finely, crossed for Chu Kwong-in to equalise with a fine shot, the sides being level at the interval.

A Warm Attack
South China set up a warm attack in the second half, Beltrao saving from Lau Mau and Ip Pak-wa close in, but China's forwards were off their game, and Fung missed two good openings. B. Gosano moved swiftly on the right and beat Pau with a lovely shot under the bar. Ward added another for Recreio in a melee.

South China, following these reverses, played desperately but Recreio's defence held out. Beltrao was penalised for carrying but, with a big chance Fung's shot for goal was charged down. Recreio held their lead to the finish, a poor game ending in a win for them by three goals to one.

Goals Missed
South China lost two valuable points by faulty finishing; only Ip Pak-wa and Tsang, the extreme wingers, playing up to form. The insides were weak, their final shooting being poor. Leung Wing-chiu was prominent at half, and Li Tin-sang played well at back, but the defence at times was very weak.

Gosano was a great worker for Recreio and, although closely watched, did fine work distributing well. B. Gosano and Ward were also smart forwards. C. Remedios played finely at centre half, and Xavier was the better of two good backs.

Recreio were a trifle lucky to win but credit must be given for accepting their chances. South China threw away many golden opportunities early in the game, and on the run of play had slightly more of the game than their opponents.

NAVY v. CHINESE ATHLETIC

In spite of the counter-attraction at the Race Course a large crowd witnessed this game on the Club ground, and were amply recompensed for their allegiance to football, for a most entertaining struggle ensued, Athletic gaining the day by the only goal scored. H.E. the General Officer Commanding (Major-General C. C. Luard, C.B., C.M.G.) was an interested spectator.

The game was in charge of Capt. Austin, M.C., M.M., R.A.

Teams:—Navy:—Brockman; McGregor, Baker; Tilley, Evans, Jones;

Barkham, Firth, Peacock, Kernick, and Bulls.

Chinese Athletic:—Chan Sik-pui; Wong Shui-wah, Lai Yuk-tat; Ho Cho-yui, Wong Shui-wa, Lam Yuk-ying; Ng Kam-chuen, Li Hai-kwan, Wong Pak-cheung, Suen Kam-shun, and Chan Kwong-ju.

The Navy started with a rush, and Peacock was almost through in the first minute. Athletic retaliated by an attack on the right, which terminated when Ng Kam-chuen took the ball over the line.

The Athletic forwards were showing plenty of promise, and Evans performed some fine work in breaking up their attacks. A corner to the Navy was put behind by Bulls, and Athletic were away again, delightful work by Lai Hai-kwan and Suen Kam-shun nearly leading to a score. The Athletic goal had a marvelous escape just afterward, Firth and Peacock both missing a fine centre from Bulls when a tap was all that was required.

The Navy continued to press through Barkham and Firth, the former being fast and accurate with his centres. Chan Sik-pui brought off a magnificent save from Evans, and immediately after beat out a shot from Kernick. The Navy were having much the better of the exchanges at this stage, and Barkham was unlucky with a terrific drive which narrowly missed. Jones and Evans were both penalised for hands, but neither free kick produced any tangible result.

Tilley undoubtedly saved the situation for the Navy by a great tackle just as Suen Kam-shun was about to shoot. The same player sent Barkham away with a perfect pass and the latter ran through only to clear the bar with his shot.

The half time whistle came with the Navy still pressing.

Half-time:—Navy 0
Chinese Athletic 0

Chinese Force the Pace
The Athletic were the first to threaten on resuming, Wong Pak-cheung testing Brockman from long range. At the other end Tilley again sent Barkham away, and from the latter's centre Peano uncertain manner. The Navy fell right away after this, and Athletic forced the pace in no uncertain manner. In this period of pressure McGregor and Baker were seen to best advantage, both backs tackling and kicking in a delightfully cool manner. The Chinese forwards were well-nigh irresistible, however, their combined movements being of a high order. As the result of one of these the all important goal accrued. Li Hai-kwan obtained possession and darted in to shoot from about 15 yards' range. The ball struck the crossbar, and Wong Pak-cheung, who was following up, had no difficulty in heading into the net.

This success served as a stimulant to the Athletic, who continued to give of their best, and the Navy goal had several exceedingly narrow escapes. Li Hai-kwan was responsible for a magnificent dribble and gave to Ng Kam-chuen, who shot high over. Li was very unlucky a moment later, a fine shot striking the bar upright with Brockman well beaten. The Navy made a desperate rally in the closing stages, Evans making heroic efforts to get his forwards together. Bulls was very close with a header from Barkham's centre, after which Athletic took up the running again, and a few minutes from time Chan Kwong-ju struck the crossbar following a perfect concerted movement.

Result:—Navy 0
Chinese Athletic 1

Navy Good in Patches
Athletic won because their forward line was without a weak link, whereas the Navy quintette were only good in patches. The

winners were undoubtedly strengthened by the return of Li Hai-kwan, who has been away from the Colony for some time. He and Suen Kam-shun were the stars of a great forward line, whilst Wong Shui-wa impressed most amongst the half backs. Both backs and the goalkeeper did all that was required of them in a cool and efficient manner.

The Navy have been seen to better advantage, although no possible fault can be found with the defence. Brockman cannot be blamed for the shot which beat him, while McGregor and Baker gave a faultless display. Evans stood out as a great centre half, and Tilley also gave an excellent exhibition. Of the forwards Barkham and Firth were the most effective. Both Peacock and Kernick were below form, whilst Bulls was never quite happy against Ho Cho-yui. On the run of the play the better team won.

KOWLOON v. CLUB

Referee's Decision Queried

Kowloon entertained the Club yesterday on the Railway ground, and managed to force a victory in the last few minutes of the game. There was a great deal of argument about the winning point, the Club players maintaining that the ball had not gone over the goal line, but the referee refused to reconsider his decision.

Teams:—Kowloon:—Angus; Robson, Pile, Bliss, Easterbrook, Dowman; Eastman, Hedley, Spary, McKelvie, and Miles.

Club:—Edwards; Holt, Bishop; Watson, Stewart, McBride; Reed, Alexander, Wallington, Scott, and Trambitsky.

Referee:—Corporal Evans. Wallington set the ball in motion and a determined attack was frustrated by Pile. Kowloon managed to force a corner which Miles put behind. A further corner to the home team caused some consternation in the Club goal mouth, several shots being charged down before the ball was finally cleared. A series of unsuccessful raids by the Club followed, but so well were Robson and Pile playing in their respective positions that Angus was rarely called upon. At the other end Hedley sent in a stinger, which Edwards did well to save. Trambitsky was injured but resumed in a few minutes, the interval arriving with a blank score sheet.

Half-time:—Kowloon 0
Club 0

The Offside Bogey

The Club restarted in a more workmanlike manner, Trambitsky on being very near the target with a clever drop shot. Wallington forced his way through and gave to Alexander, whose drive went just outside the post. At the other end Edwards brought off a splendid save from Miles, whilst Bishop tackled McKelvie when a score seemed certain. The home forwards were spoiling many excellent chances by getting offside.

Eastman was playing particularly well on the right wing, several of his centres being cleared only by the agility and anticipation of Edwards. Play continued to rule slightly in favour of Kowloon, although their inside forwards made little headway against the destructive work of the Club half backs. With but five minutes to go, Miles ran down the wing and sent across a centre which Eastman accepted smartly. Edwards got to the shot, but the referee ruled that the ball had crossed the line.

The Club made several determined efforts to get on terms, but Robson and Pile held out to the end of a moderate game.

Result:—Kowloon 1
Club 0

K.O.S.B. v. R.A.

A One-Sided Game

The venue of this match was changed from Happy Valley to Sookumpoo, and it was probably due to this fact that the referee appointed to take charge of the match failed to put in an appearance. Sergeant Bunting was present, however, and consented to officiate. The Borderers, as was anticipated, had a fairly easy task in disposing of their opponents, and for the greater part of the game play was too one-sided to be really interesting.

Teams:—K.O.S.B.:—McDougall; Grear, Gardner; Everest, Davey, Skiggs; Humphreys, Stock, Reeves, McGlinchy, and Alexander.

R.A.:—Fletcher; Oliver, Excell; Nellis, Fuller, Joyce; Cotton, Oliver, Gill, Taylor, and Jobe.

It was soon apparent that the Borderers were masters of the situation, but the Gunners were always struggling pluckily, the defence being in excellent form, while Fletcher did great things in goal. Reeves sent in a "pile driver" within five minutes of the start, but Fletcher brought off a cool and clever save. Smart work between Humphreys and Stock

had the Gunners in a tangle but McGlinchy shot over from the former's centre. The R.A. broke away occasionally, but it was rarely that McDougall was called upon. Stock opened the scoring for the Borderers with a beautiful drive.

Play had not been resumed long when the same player got through again, following a brilliant dribble by McGlinchy.

Gill had a great chance to reduce the lead, but shot wide from a nice position, while Jobe headed wide from Cotton's centre.

Half-time:—K.O.S.B. 2
R.A. 0

Terrific Shots

After the change of ends, the Borderers attacked solidly, with McGlinchy and Stock the star turns in a virile forward line. Reeves delighted the crowd with several terrific shots from long range which came dangerously near the target, and this player added a third goal as the result of a misunderstanding between the R.A. backs.

A corner to the R.A. nearly led to a score, Fuller's header just skimming the crossbar. The Borderers were soon back again, however, and Stock receiving from Everest ran in to complete his hat trick.

Result:—K.O.S.B. 4
R.A. 0

League Div. II

ST. JOSEPH'S v. QUEEN'S
REGIMENT

A Penalty Missed

Played on the St. Joseph's ground, the Queen's won comfortably by three goals to nil. The proximity of the Races probably had its effect on the football, which was not of a particularly high standard. Gill opened the scoring for the winners, and Harris added a second prior to the interval.

St. Joseph's were awarded a penalty during the second half, but McGrann shot wide. The home team made plucky efforts to turn the tide, but without success, and Harris scored again for the Queen's before the finish.

Result:—Queen's Regiment 3
St. Joseph's 0

K.O.S.B. v. R.A.

A Plethora of Goals

This match at Sookumpoo produced a glut of goals, the Borderers finding the net on seven occasions without response. Craig, Stevens and Crawley were the marksmen in the first half, the Borderers crossing over with a 3-0 lead.

The second half was even more one sided, the ball seldom being out of the R.A. half of the field. Further goals were added by Crawley (2), Stevens, and Hume.

Result:—K.O.S.B. 7
R.A. 0

SOUTH CHINA "B" v. R.A.F.

Following a hard first half where South China played well and held their heavier opponents to an even draw, the Royal Air Force asserted themselves in the second half and won easily by 4 goals to one.

South China with clever following up secured an early point, Chang beating Jarvis close in, but R.A.F. equalised with a penalty by Plunkett, the sides turning over with the scores one all.

In the second half the Air Force were superior, and Lock and Keary were very nippy on the left. Perry gave the Air Force the lead and Lock scored with a good drive under the bar. South China defended strongly, but one of the backs handled and Paton scored from the subsequent penalty.

South China were outclassed in the second half, the Air Force playing good football. Pang, Chan, Ip and Chang (centre forward) were good for the locals, and Springett, Paton, Plunkett, Keary and Lock were prominent for the Air Force, who played forceful football.

KOWLOON v. NAVY

Civilians Overwhelmed

Playing on the Railway ground the visitors ran Kowloon off their feet and won by seven goals to one.

The Navy took the lead through Kay, whilst Gray obtained the second with a terrific shot from close in. The same player got through again before the interval.

On resuming, Kowloon had rather more of the game for a time. Hannan and Moss doing good work in the forward line. Evans obtained the fourth point for the Navy, whilst Gray completed his "hat trick" a moment later.

In a breakaway Morgan scored for Kowloon, but the Navy were insatiable, and further points were added by Evans and Cartwright.

Result:—Navy 7
Kowloon 1

LEAGUE TABLES

LEAGUE TABLES							
First Division							
	P.	W.	D.	L.	Gols.	A. Pts.	
S. China	16	10	2	3	36	17	29
Athletic	14	8	5	1	31	18	27
Queen's	15	9	3	3	40	13	21
Police	15	9	3	3	23	15	21
K.O.S.B.	14	6	3	5	36	19	15
Royal Navy	16	6	3	7	28	22	13
Recreio	15	5	3	7	38	34	13
Kowloon	15	4	5	6	12	21	13
R.A.	13	9	0	7	20	28	12
H.K.F.C.	14	4	5	7	18	26	9
Small Units	15	0	0	15	9	62	0
Second Division							

Second Division						Goals.	
	P.	W.	D.	L.	F.	A.	Pts.
Royal Navy	16	14	1	1	73	15	29
K.O.S.B.	16	18	1	2	78	17	27
Queen's	15	12	2	1	56	14	26
Athletic	13	9	1	3	30	13	19
R.A.F.	18	7	3	8	39	37	14
S. China "B"	16	6	2	8	25	39	14
St. Joseph's	17	6	2	9	24	32	14
Eastern	15	3	5	7	22	34	11
Kowloon	16	3	6	8	18	32	11
R.A.	16	4	2	9	23	53	10
Recreio	16	4	2	10	20	48	10
S. China "A"	17	1	8	8	18	38	10
Small Units	19	3	4	11	23	57	10

BASKETBALL

Some Keen Rivalry
Anticipated

TO-DAY'S ATTRACTION

The Chinese Baseball League under the auspices of the S.C.A.A. will begin the first series to-day at 1.30 p.m. on Caroline Hill.

The first game will be between Ying Wah College and the South China team.

Mr. J. J. Muccio and the chairman of the above Association will play the leading role in the opening ceremonies.

As a special attraction for the occasion, the second match will be an exhibition game between the South China "Dragon" and the Honolulu Chinese team.

There are only four teams in the League, so some keen rivalry may be anticipated.

YACHTING

Cups For Racing
Craft

DOROTHEA WINS

The Royal Hong Kong Yacht Club yesterday afternoon decided the Presented Cup race for Racing Yachts.

The course was:—(1) Lyemun Beacon; (2) Kowloon Rocks; (3) Mark on line; (4) Channel Rocks. Distance, 9.4 miles.

Details:—

Handicap Class

(Start 2.25)

	TIME	Finishing Corrected
Rolla (4)	4.56.20 1/2	4.56.28 1/2
Dorothea (1)	4.56.50 1/2	4.51.21 1/2
Diana (3)	4.57.32	4.55.11
Colleen (2)	4.59.16	4.54.25

One Design & Gales

(Start 2.30)

	TIME	Finishing Corrected
Allisa (2)	5.11.46	5.11.46
Pierrette (1)	5.12.26	5.08.30
Jean (3)	5.23.10	5.18.54
Thecla (4)	5.27.01	5.19.11

Heyward Hayes Class

(Start 2.35)

	TIME	Finishing Corrected
Speedwell (1)	5.11.48	5.11.48
Bluenose (3)	5.15.30	5.16.20
Zephyr (2)	5.19.24	5.13.08
Wings (4)	5.21.18 1/2	5.21.18 1/2
Why Wander (5)	5.21.45	5.21.45
Adams (6)	5.24.58	5.24.58
Lola (7)	5.31.55	5.25.39

CRICKET

To-day's Match

I.R.C. v. VOLUNTEERS

The following will represent the Volunteers to-day, at 2 p.m. sharp at Sookumpoo:—O. Moor (Capt.), A. Reid, J. A. Summers, G. E. R. Divett, H. L. F. Ewin, B. L. Stock, N. A. E. Mackay, E. Zimmer, F. Zimmer, S. V. Gittins, H. T. Buxton.

S.P.C.A.

PUNTERS' BAD DAY

Fourth Day, Jockey Club's Race Meeting

SEQUENCE OF LOSING FAVOURITES

The Pheasant Justifies Himself As Best "Sub."

Not until the Hon. Mr. W. E. L. Shenton's The Pheasant won the eighth race yesterday which, incidentally, was the most valuable event on the card, did a favourite romp home in the fourth day of the Hong Kong Jockey Club's annual meeting at Happy Valley.

Several "frank outsiders" caught the judge's eye in some thrilling sport which delighted an attendance as large as any on the first three days. In the first race, Mr. John Peel's Noukhail, ridden by Mr. Newbiggin (who scored his maiden victory at the meeting) returned \$435.10 on the winners' tote and \$96.50 for a place! There were only seven tickets on for "winner."

Fields were more often big than not and form was sufficiently inconsistent to make the task of picking the best a difficult one.

Signs of recovery from the rain earlier in the week were apparent on the turf, but conditions were different to anything obtaining on the first three days.

Support was not as strong for the first four events but, after the lunch interval, the crowd swelled to appreciable proportion. In the oval inside the racing tracks, the Chinese were packed as they were years ago.

The Band of the new arrivals, the 1st Battalion the Somerset Light Infantry, played during the day. Regret was expressed that the lady owners had rather a lean meeting in spite of their increasing number.

Sequence Broken

Nor did the Chinese owners have an outstanding day yesterday when honours, both among the stables and jockeys, were distributed fairly evenly.

Every favourite "went under" in the first seven races, five of which went to outsiders. Punters, therefore, had ups and downs and the majority reported themselves as "being down." Until The Pheasant broke the sequence, the nearest to the crowd being pleased was when two "second favourites," Triumphant Stag and Christmas Chimes, were successful.

Mr. Shenton and his jockey, Mr. A. F. Clark, deserved their victory in the Subscription Griffins' Champions. The Pheasant ran into his true form after two preliminary disappointments and justified his reputation as the best "sub" of the season.

\$6,840 Stands Still

The Ape, another "sub" that had flattered to deceive, also came into his own, ridden, it should be noted, by Mr. G. A. Harriman after the Shanghai "crack." Mr. W. Hill, had failed to make the pony run.

In the fifth race Birthday Eve was made favourite and carried, literally, 1,368 tickets at \$5 each to the starting post. That was as far as he got for he balked when the flag fell—as he had done on Wednesday—and took no part by obstinately refusing to turn round.

Major B. C. Lake, D.S.O., of the 2nd Batt. the King's Own Scottish Borderers, one of the most enthusiastic of Service racing men in the Colony, had the pleasure of seeing Mr. Churchill score a popular win on his As You Like It, a stalwart of 1928 extra meeting days and steeplechasing. Mr. Churchill rode steadily and with judgment.

Racing results are appended. Cash sweep details are given on Page 1.

1.—The "Hay and Corn" Stakes.—Winner \$400. Second \$250. Third \$150. For Subscription Griffins of any season that have started at least twice at this meeting and have not won. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Five Furlongs.

John Peel's Noukhail 152 lbs. (Mr. Newbiggin) 1
Mrs. K. E. Belth's Cream Cracker 157 lbs. (Mr. Heard) 2
Gubbays' Sunshine 152 lbs. (Mr. Pote-Hunt) 3
Seth's Erstwhile 155 lbs. (Mr. da Roza) 4
Mrs. Dyer's Aberdeen 158 lbs. (Mr. Charles) 0
Mrs. Austin's Armony 153 lbs. (Mr. Botelho) 0
P. W. Dee's Buff Jacket 144 lbs. (Mr. Morgan) 0
R. M. Austin's False Alarm 148 lbs. (Mr. Gordon) 0
Mogear's Inca 152 lbs. (Mr. Harriman) 0
Ho Kom-tong's Kom Tong Hall 160 lbs. (Mr. Encarnacao) 0
Chan & Rafeck's Nara Stag 155 lbs. (Mr. Quincey) 0
Mok Kon-sang's Nestor 152 lbs. (Mr. Reidy) 0
Hynes & Mackie's Papaya 167 lbs. (Mr. Hill) 0
Mrs. Pearce's Picky 157 lbs. (Mr. Haimovitch) 0
Lau & Lee's Ploughman 150 lbs. (Mr. Lee) 0
E. L. Hosie's The Haugh 152 lbs. (Mr. Proulx) 0
E. L. Sim's The Jungle Book 152 lbs. (Mr. Stanton) 0
W. E. L. Shenton's The Pheasant 158 lbs. (Mr. Clark) 0
Time: 1 min. 16.4/5 secs.
1 1/2 lengths, 1 length.
Pari-mutuel:—
Winner \$435.10.

4.—The Tytan Handicap.—"A" class. Winner \$300. Second \$250. Third \$150. For Subscription Griffins of this meeting that have started at least twice. Entrance \$10. One Mile.
Tester & Abraham's The Ape 153 lbs. (Mr. Harriman) 1
Wayfoong's The Jamaica 163 lbs. (Mr. Clark) 2
Lau & Lee's Duke of Milan 152 lbs. (Mr. Heard) 3
Dynasty's King's Parade 148 lbs. (Mr. Haimovitch) 4
Mrs. Dyer's Aberdeen 148 lbs. (Mr. Cave) 0
Hee Cheong's Bronze Idol 154 lbs. (Mr. Charles) 0
Lau & Lee's Duke of Normandy 11. 157 lbs. (Mr. Proulx) 0
Eve's Eclipse Eve 151 lbs. (Mr. Reidy) 0
Chan, M. & A. E. M. Rafeck's Flying Stag 158 lbs. (Mr. Quincey) 0
Mogear's Inca 154 lbs. (Mr. da Roza) 0
M. M. Watson's Monk 157 lbs. (Mr. Stanton) 0
Topside's Mountain Air 154 lbs. (Mr. Morgan) 0
Mac's Zephyr 153 lbs. (Mr. Hill) 0
Time: 2 mins. 08.2/5 secs.
A neck, a length.
Pari-mutuel:—
Winner \$51.30.
Places: 1st \$14.30; 2nd \$8.80; 3rd \$22.50.

5.—The Tytan Handicap.—"B" Class. Harry & Henry's Zenjebil 154 lbs. (Mr. Heard) 1
Mrs. Pearce's Anabasis 151 lbs. (Mr. Haimovitch) 2
Hynes & Mackie's Pumpkin 155 lbs. (Mr. Clark) 3
Split's Half Pint 155 lbs. (Mr. Quincey) 4
F. Pierce Grove's Ole Man River 148 lbs. (Mr. Morgan) 0
Eve's Birthday Eve 155 lbs. (Mr. Pote-Hunt) 0
R. M. Austin's False Alarm 152 lbs. (Mr. Gordon) 0
Mrs. W. T. Southern's Touch Wood 151 lbs. (Mr. Reidy) 0
H. R. Sturt's Charleston 145 lbs. (Mr. Harriman) 0
Mancunian's Alderley 151 lbs. (Mr. Backhouse) 0
Hinson's Madcap 154 lbs. (Mr. Proulx) 0
Ho Sai-man's Pink Pearl 155 lbs. (Mr. Encarnacao) 0
Mrs. Hashim's Fat Choy 156 lbs. (Mr. Charles) 0
W. T. Stanton's Chicot 154 lbs. (Mr. Stanton) 0
Time: 2 mins. 10.1/5 secs.
1/2 length, 2 lengths.
Pari-mutuel:—
Winner \$35.50.
Places: 1st \$13.60; 2nd \$18.20; 3rd \$20.90.

6.—The Hong Kong Handicap.—"A" class. Winner \$600. Second \$250. For all China ponies that have started at least twice at this meeting. Entrance \$10. One Mile and a Quarter.
Fay & Seth's Christmas Chimes 161 lbs. (Mr. Heard) 1
Eve's Boxing Eve 158 lbs. (Mr. Pote-Hunt) 2
Ho Kom-tong's Town Hall 158 lbs. (Mr. Encarnacao) 3
Dynasty's Young Pretender 158 lbs. (Mr. Haimovitch) 4
Hynes & Mackie's Pickle 152 lbs. (Mr. Clark) 0
Time: 2 mins. 36.4/5 secs.
A neck, a length.
(Continued on page 20.)

LEAGUE CRICKET

Royal Artillery Lose Points

'VARSITY'S' "DOUBLE"

Struggle for Senior Runners Up

By losing to the Kowloon C.C. yesterday, the Royal Artillery are now out of the running for premier honours in the Senior Division of the Cricket League. The latter, although they have always been very lowly-placed, were the only team which had a chance of catching up with the Hong Kong C.C. That chance was so slight, however, that it was the most natural thing for those who really know the game locally to hail the H.K.C.C. a week ago as double champions.

The University, last year's winners, who accounted for the Navy, are the most likely side to become runners-up.

In the Second Division, the University 2nd defeated the Royal Navy 2nd, thus recording a double victory for their side.

League I

KOWLOON C. C. v. R.A.

On their own ground, the Kowloon C.C. defeated the Royal Artillery by 89 runs.

Batting consistently, the home team compiled 154 runs for six wickets and declared. E. C. Fincher, going in first wicket down, scored 57 and remained undefeated. E. F. Fincher contributed 33 and Lawrence made 16. The R.A. bowling was weak, Miller (3 for 28) alone doing any damage of note.

The visitors made little headway against fairly easy bowling which was, however, backed up by keen fielding. Lt. Col. Christian, who made 30, was the only batsman on his side to reach double figures. Oliver captured four wickets for 19. Brace three for 22, and Lee accounted for two wickets for which he conceded no run. Score:—

Kowloon C.C.	
W. Brace, c Musson, b W. F. Christian	14
A. W. Ramsay, b Leach	14
E. C. Fincher, not out	57
E. F. Fincher, c Walker, b Miller	33
R. E. H. Oliver, c Christian, b Miller	1
N. A. E. Mackay, b Miller	1
F. E. Lawrence, c Miller, b Leach	16
G. A. V. Hall, not out	10
Extras	8

Total (for 6 wks, dec.) 154
G. Lee, J. J. Hirst and S. Jex did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
W. F. Christian	16	8	32	1
Leach	12	1	43	2
C. G. Christian	3	0	14	0
Musson	8	0	29	0
Miller	8	2	28	3

Royal Artillery

Lt. Maltas, run out	1
Capt. J. L. P. McNair, c Hall, b Oliver	7
B. S. M. Leach, c E. C. Fincher, b Brace	3
Lt. A. H. Musson, b Brace	9
Lt. R. F. Wright, c Brace, b Oliver	0
Lt. Col. W. F. Christian, c Brace, b Lee	30
Lt. J. A. Wolfe Barry, b Brace	3
Lt. A. R. Miller, b Oliver	0
Lt. E. H. Walker, b Oliver	2
Lt. C. G. Christian, c Mackay, b Lee	0
Capt. A. S. C. Kennedy, not out	10
Extras	10

Total	
Bowling Analysis	66
Hirst	5 0 11 0
Brace	10 2 22 3
Oliver	6 1 19 4
Lee	14 1 0 2
Mackay	1 0 3 0

UNIVERSITY v. R.N.

At Pokfulam, the University defeated the Royal Navy by twelve runs.

Anderson, who has been batting very well since his appearance in the Senior League, again came off for the University, with a useful contribution of 75, not out. F. I. Zimmermann and Rumjahn also batted well for 30 and 22, respectively, the innings being declared at 172 for eight wickets.

The Navy started most promisingly by putting up 122 for two wickets, but the latter batsmen failed and the whole side was dismissed for 160 runs. Sub-Lt. Singleton (47) was top scorer for the visitors. Anderson (5 for 38) was the most successful bowler for the home team.

University	
D. J. N. Anderson, not out	75
E. A. Lee, b Large	0
F. I. Zimmermann, c Baker, b Watch	80
A. A. Rumjahn, c Stanley, b Baker	22
L. T. Rido, c Evans, b Large	4
S. V. Giffins, b Baker	4

The Ideal Route
for Your Trip Home

ACROSS CANADA

Palatial observation cars with radio programmes to enhance your enjoyment, take you on this wonder-trip across the Canadian Rockies. You see their highest peaks, yet travel at the lowest altitude and easiest gradient of any trans-continental line. Option of stop-over at Jasper National Park, Canada's great mountain playground. Then on, through foothill and rolling prairie to the attractions of the East, including Niagara Falls.

Daily all-steel trains from Vancouver. Delightful meals at moderate prices. Alternate route from Prince Rupert.

For rates, literature and information apply
Asiatic Building, Hong Kong.

CANADIAN NATIONAL

The Largest Railway System in North America

(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

Best for Baby!

LADIES' FELT HATS

to be Cleared at:

\$5.00

All the latest styles to choose from.

Remember the best goes first

New Shipment of

LADIES' SUMMER VESTS

3 for \$1.00 and upwards

YEE SANG FAT CO.

The Store That Saves You Money.

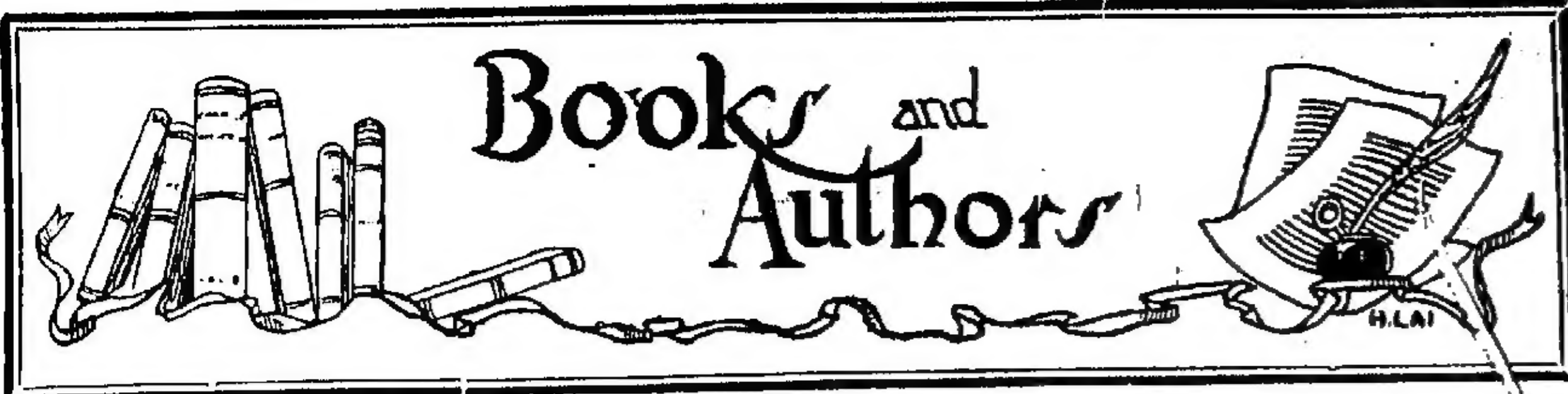
D. Laing, b Large	4	H. S. Watch, run out	0	helped with 28 and 16
A. P. Guterres, b Weir	7	A. B. Large, not out	4	total of 120. Baker (5
C. W. Lam, c and b Baker	6	Extras	29	in good form with the
D. K. Samy, not out	7	Total	160	The University, in
Extras	13			good start by Kermani
				Barma (25), lost eight
				fore they passed their
				total and went on to
				Scores:—
				Navy 2nd XI
				G. T. Giles, c Gan, b S
				P.O. Timothy, c Ba
				Baker
				Lt. Lonsdale, c Kerri
				Baker
				Lt. Phillips, c Gan, b S
				Lt. Bennett, b Baker
				Sub Lt. Moseley, b Ba
				Fay Lt. Waters, c
				Sullivan
				Ch. W. Gregory, b Ch
				Lt. Cobb, not out
				Lt. Walker, b Chan F
				Comdr. Daniel, l.b.w.,
				Extras
				Total
				(Continued on Pa

Total (for 8 wks, dec.) 172			
N. P. Karanjia did not bat.			
BOWLING ANALYSIS.			
	O.	M.	R.
F. C. Baker	16	4	49
Large	19	2	75
Weir	9	3	8
Watch	7	0	27
Royal Navy			
Capt. H. D. Weir, c Rumjahn,	34		
b Lam	37		
Sub-Lt. Singleton, b Anderson	47		
Lt. Comdr. C. E. Abelson, b	23		
Samy	7		
Mid. K. Parkhurst, b Samy	1		
Comdr. E. G. Stanley, b	0		
Anderson	10		
Comdr. F. C. Baker, l.b.w., b	5		
Anderson	4		
Lt. C. F. Norris, b Samy	10		
Mid. C. C. Suther, b Anderson	10		
Lt. D. P. Evans, c E. A. Lee, b	0		
Anderson	0		

Guterres	8	0	33	0
Gittins	8	0	7	0
Anderson	10.2	3	33	5
Rumjahn	7	0	27	0
Lam	3	0	11	1
Samy	8	1	20	8

O.	M.	R.	W.
Guterres	8	0	33
Gittins	8	0	7
Anderson	10.2	3	33
Rumjahn	7	0	27
Lam	3	0	11
Samy	8	1	20

League II	
R.N. 2ND v. UNIVERSITY 2ND	
At King's Park, the Royal Navy	
2nd lost to the second team of the	
University by two wickets.	
The home team opened poorly	
and lost six wickets for 56 runs.	
Sub Lt. Moseley, playing a steady	
innings for 36, partially stopped	
the rot. Gregory and Lt. Waters	



LIFE OF MOSES

Unique Figure in History

["The Life of Moses" by Edmond Fleg; (Victor Gollancz Ltd., 12 6 net)]

When I was a very small boy I was taught verses on the Burial of Moses one of which ran:—
"That was the grandest funeral
That ever passed on earth;
And no man heard the tramping
Or saw the train go forth."
Thus, long before I had any conscious idea of the beliefs or references implied, I had imbibed certain views about Moses which must have left a permanent impression. It was not till much later that these impressions began to fade.

Most of us in our early school days read the accounts of Romulus and Remus and Numa Pompilius; and it was not till years afterwards that the history of the Roman Republic was in question. The gradual realisation of the mythical element in the early classical history paved the way for a similar outlook towards the Hebrew legends, till Samson became a solar myth and Moses the synthesis of tribal unity and endeavour.

A life of Moses strikes one as being in some ways rather strange, and naturally forces to the surface the two great viewpoints from which the Mosiac tradition may be considered. We have the frankly poetic viewpoint where, as with Achilles or Aeneas, the whole is swathed in epic grandeur and miraculous achievement. This is quite evidently the attitude of this book. And of course it is really the only attitude to take. But under these circumstances such a book as the present one ought to be in verse—a great epic or other poem, like the Odyssey or the Light of Asia. A matter-of-fact life in prose seems little more reasonable than a life of Adam, and might almost verge on the comic.

Downright Realistic

There is the other type of account of Moses, the downright realistic order. Moses is but Mr. Gladstone or Lloyd George or

Mussolini (tastes will differ as to the modern equivalent) transported a few centuries back. Hard unimaginative writers can picture Moses for us as a hygienic reformer, the gifted precursor of Lister or Pasteur. We are asked to believe that the savage practices of circumcision and the taboo on pork were great hygienic and sanitary institutions like inoculation or antiseptics—but of course born out of due time. As well might we believe that the custom of the couvade was a piece of foresight in hygienic gynaecology. A lot has yet to be learned about the origins and affinities of the group of beliefs which are epitomised in the Torah. But we must always remember that they are a heritage handed down by immemorial custom from a savage past;—and the savage is not a simple, but a very complex creature. The simplicity, the directness and the utility are the invention of civilisation, and are a matter of yesterday. A recent publication has put this new point for us with wonderful force and accuracy; and we cannot do better than reiterate it:—

"Savagery with its numerous taboos, its occultism and fetish, its complex ritualism, is mentally more intricate than civilisation. The minds of savages are even more tortuous than they are confused; they are misdirected by crazy classifications and encumbered with symbolism, metaphor, metonymy and elaborate falsifications; there is always irrational elaboration and disingenuousness."

When one reads an account of the motions of the earth and the tilting of its axis, one is inclined to speculate on the possible geographical and climatic conditions that might be if there were no temperate zone or if the diurnal rotation were reversed: so when one reads the life of Moses one naturally wonders what would have been the state of modern religious belief if the Christian Tradition had come down through Greek or Roman channels instead of through the Hebrew Tradition—if the hard outlines of Sinai and the unproductive Syrian desert had been replaced by the flowing robes of Aphrodite and the whispering auguries of Delphi or Dodona: Or in teleological phrase, if God had chosen

Pythagoras or Plato as the effective vehicle instead of Moses.

Monotheism of the Desert

Of course the Christian Church as it spread to Alexandria and into the Mediterranean basin gradually left the severe monotheism of the desert behind. Isis, Horus, Osiris, Athene, and Dionysus in their more permeating phases were incorporated in the Church Tradition especially towards the south. The restrictions on image worship were moderated or toned down and the Religion gradually assumed its modern eclectic form. Some modern writers argue that some aspects of the present Christian Tradition depend almost as much on Plato as on Moses (See Dean Inge: 'The Platonic Tradition in English Religious Thought'). But we must admit that the appearance of a book such as the one under review would suggest that modern Jewish thought looked back to Moses as one of the unique figures in the moulding of human history.



John L. Murphy (above), whose war stories have won him fame as a fiction writer, was made eligible for pardon when his sentence for burglary was commuted by Governor Donahey of Ohio. Murphy's literary career is the second to start within the walls of the Columbus State penitentiary, for it was in this prison that O. Henry won first laurels as a weaver of short stories.

BUDDHA'S TEACHING

New Translation From The Pali

THE "EIGHT STEPS"

["The Word of the Buddha" by Nyanatiloka, (Mahabodhi Press). The text of this book is a translation from the Pali, which contains the actual words and teachings of The Buddha.

It is divided into four main sections, namely: "The Noble Truth of Suffering," "The Noble Truth of the Origin of Suffering," "The Noble Truth of the Extinction of Suffering," "The Noble Truth of the Path that leads to the Extinction of Suffering."

"The last Truth" is fully dwelt upon, and this forms the main part of the book, as the Eight Steps along the Path that leads to the Extinction of Suffering, each have a chapter devoted to their study.

The eight steps are:—
(1) Right Understanding.
(2) Right Mindfulness.
(3) Right Speech.
(4) Right Action.
(5) Right Living.
(6) Right Effort.
(7) Right Attention.
(8) Right Concentration.

The true disciple of The Buddha, must follow strictly along this eightfold Path, so that he may finally realise the "Law of Deliverance from Suffering." All those Steps are described and discussed in minute detail, and the text is freely interspersed with notes and references, which help one to read more intelligently.

The closing pages describe the laws which govern the lives of the Buddhist monks, which of course consist chiefly of the strict application of all teachings mentioned above, to the daily life. The reward for such virtue is the elevation of the Disciple to the position of a Holy Man, who by putting away all thoughts of the World and the evil it contains, lives only in a state of calm and Holy meditation: this is considered to be the "Law of Deliverance."

For any but those who are students of this Religion, this is a very difficult book to read without whole-time concentration. Even though one grasps the idea of the high ideals aimed at, as taught by the Buddha, the language of the text is very technical and would be very difficult for anyone except a student of either the Buddhist Religion, or Psychology to follow with any intelligence.



Have your Frigidaire Now

Benefit by its economy as you pay for it

IT'S so easy to have Frigidaire. A visit to our showroom, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll

wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy. Call or phone for a demonstration

FRIGIDAIRE

Product of
GENERAL MOTORS

Sole Distributors for Hong Kong & South China.

DODWELL & CO., LTD.

Tel. C. 1030.

Tel. C. 1030.

SANITARY BOARD

Agenda For Next Meeting

ORDERS OF THE DAY

The following is the agenda for the next fortnightly meeting (on Tuesday) of the Sanitary Board:—

1.—Letter from Government relative to the appointment of Mr. W. J. Carrie to be Head of the Sanitary Department in succession to Mr. G. R. Sayer on leave.

2.—Letter from Government relative to the erection of five European type water closets at No. 33 Bonham-road on Inland Lot No. 692 R.P.

3.—Letter from Government relative to the erection of five European type water closets at No. 33A, Bonham-road on Inland Lot No. 692, section J.

4.—Letter from Government relative to the erection of six European and six native type water closets on Kowloon Inland Lot No. 671 section P, Kimberly-road.

5.—Letter from Government relative to the erection of eight European and four native type water closets on Kowloon Inland underground public latrine at road.

6.—Letter from Government relative to the erection of eight European and eight native type water closets on Kowloon Inland Lot No. 671, sections R and S, Kimberly-road.

7.—Letter from Government relative to the erection of six European and thirteen native type water closets and twenty urinals at Po Hing Theatre in Nathan-road on Kowloon Inland Lot No. 2101.

8.—Letter from Government relative to the erection of four European and one native type water closets at No. 2 Macdonnell-road on Inland Lot No. 1416, section B.

9.—Letter from Government relative to the erection of two European and one native type water closets on New Kowloon Inland Lot No. 1114.

10.—Letter from Government relative to the erection of three European and one native type water closets at No. 302, The Peak, on Rural Building, Not. No. 6, section I.

11.—Letter from Government

VACCINATION

By St. John Ambulance Brigade

THE WEEKLY RETURN

The number of Chinese vaccinated, free of charge, by members of the Ambulance Brigade, up to and including February 28, was as follows:—

Chinese Y.M.C.A. Division	28,229
King's College Division	27,688
Railway Division	7,405
Indian Division	4,628
Kowloon Division	105,108
Mongkok Division	124,275
Shauiwan Division	6,606
On Long	1,434
St. Joseph's College Division	6,684
Victoria Nursing Division	676
Y.W.C.A. Nursing Division	430

313,153

relative to the erection of three European and one native type water closets at No. 6, Fung Fai Terrace on Inland Lot No. 2591, section E.

12.—Letter from Government relative to the erection of one urinal at No. 24, Bonham-road on Inland Lot No. 605, section H.

13.—Plan for the proposed underground public latrine at junction of Hollywood-road and Ladder-street.

14.—Report from the Government Bacteriologist on the Peak, Eastern, Albany, Bowen-road, Elliott, West Point, Aberdeen, Shauiwan, Chai Wan and Kowloon water supplies for the month of February, 1929.

15.—Health Bulletin of Eastern Ports from the Honolulu Director of Medical and Sanitary Services for the weeks ending February 9 and 16, 1929.

16.—Health Return from the League of Nations, Eastern Bureau for the weeks ending January 26 and February 2, 1929.

17.—Record of Infectious Diseases from Ministry of Health for the weeks ending January 2 and January 9, 1929.

18.—Limowashing Return for the fortnight ending February 16, 1929.

19.—Rat Return for the weeks ending February 9 and 16, 1929.

GREAT DEMAND

"Dollar Directory" More Popular

UP-TO-DATE PUBLICATION

There is an unprecedented demand for the 1929 edition of the "Dollar Directory." 500 pages of useful information, necessary to the business man or private resident every day in the year, the new issue cannot but be regarded as wonderful value for the humble dollar. Its wealth of detail places the volume on a pinnacle of its own, for, apart from exhaustive lists of hongs and residents, all most carefully classified, there is much of general and local interest not generally found within the pages of the average Directory.

Only a casual glance through the lists of hongs and residents (these latter, again, being subdivided in a most painstaking manner) will suffice to show that the principal aim of the publishers—accuracy and up-to-dateness—has been thoroughly observed. Nothing is more tantalising to the person who has occasion to handle a Directory than to find the names of hongs or residents who have long since passed out of existence. Looking to the almost daily changing of firms and their personnel, the publishers of the "Dollar Directory" can be sincerely commended on the result of their labours in this respect.

In addition to all local information of value there is also included for the first time a Canton section, giving a list of hongs and residents both of Shamene and Canton city.

As a whole the "Dollar Directory," it is not surprising, is commanding not only a very ready sale but the full appreciation of all who desire—ready at hand always—a veritable mine of information regarding local firms and local people.

The following names have been added to the list of persons authorised to sign death (medical) certificates in the Colony: Jemadar Naurang Singh, I.M.D., and Jemadar Shankar Dass Sharma, I.M.D.; the following names have been deleted: Jemadar G. Ashgar Khan, I.M.D., and Jemadar Niranjan Singh Ludhavi, I.M.D. All the Jemadars are in the Indian Subordinate Medical Staff.

TO-DAY'S RADIO

Broadcast By Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is Z.B.W.

1.48 p.m.—Weather Report.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme. (Victor & H.M.V. Records supplied the courtesy of Messrs. S. Moutrie & Co.)

"Cradle Song" (Brahms) and "Under The Palms," Piano Solo,

Alfred Cortot.

"The Prisoner's Song" and

"The Little Old Log Cabin in the Lane," Baritone,

Reinold Werrenrath.

"Knowest Thou The Land?" and

"Here Am I In Her Boudoir,"

Soprano, Lucrezia Bori.

"The Maiden With Flaxen Hair" and

"Boating," Violin Solo,

Fritz Kreisler.

"The Green-Eyed Dragon" and

"Tavern Song," Baritone,

Reinold Werrenrath.

"Isolde's Love-Death," Soprano,

Maria Jeritz.

"Serenade" (Schubert) and

"Calm As The Night," Duet,

Hulda Lashanska-Paul Reimers.

"Hear Ye, Israel," Boy Soprano,

Master E. Lough.

"Tales Of Hoffman-Barcarolle" and

"Calm As The Night," Duet,

Lucrezia Bori-Lawrence Tibbett.

"Hear My Prayer,"

Choir Of The Temple Church,

London.

"Punchinello" and

"The Sands Of Dee," Baritone,

Reinold Werrenrath.

"Valse Brillante" and

"Valse Caprice," Piano Solo,

Ignace Jan Paderewski.

"Whd My Dream Of Youth" and

"Tomb Of My Sainted Fathers,"

Tenor, Beniamino Gigli.

"Proch's Air And Variations" and

"The Warbler," Soprano,

Amelita Galli-Curci.

"Suite Franciscan" (Foulds),

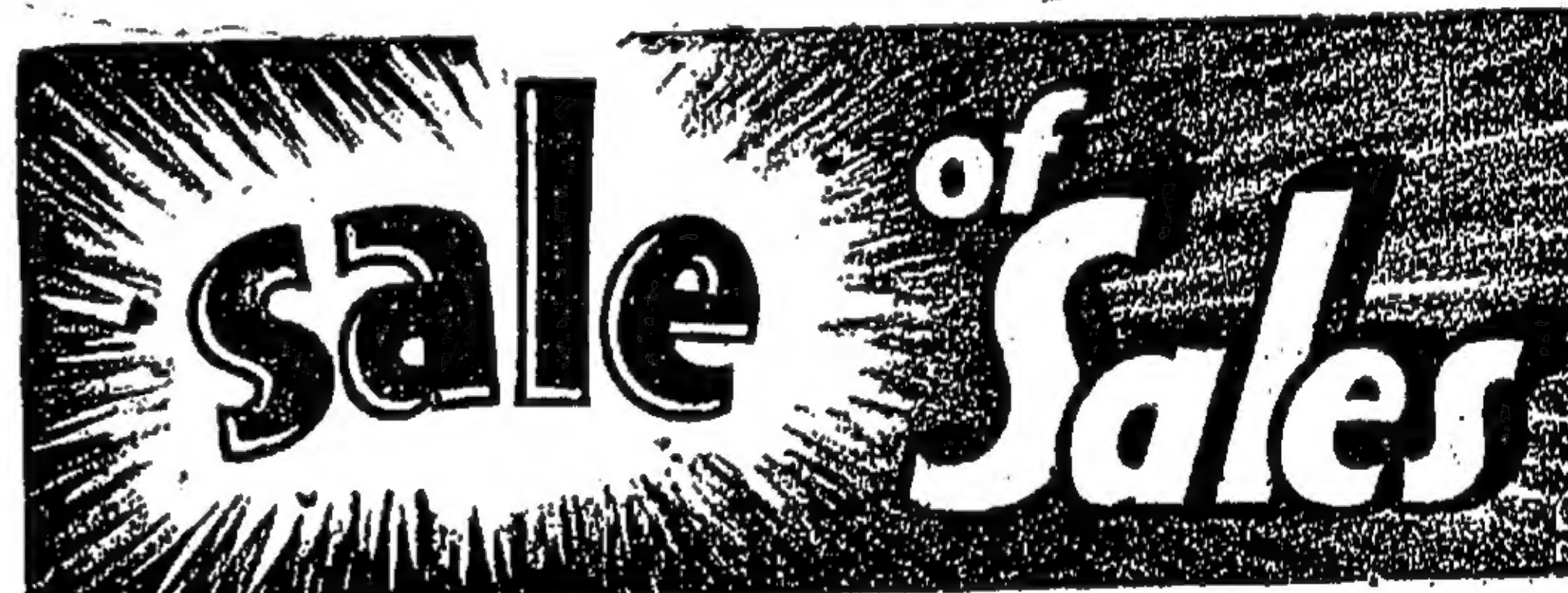
The Band Of H.M. Coldstream

Guards.

"Had You But Known" and

"Love Went A-Riding," Tenor,

Browning Mummery.



THE BEST SALE IN THE TOWN

"NOW IN PROGRESS"

AT

SINCERE'S

GENERAL REDUCTION IN ALL DEPARTMENTS

COME AND SEE FOR YOURSELF

"Myself Wiken Young" and
"Silent Noon," Baritone,
Stuart Robertson.
"The Yeomen Of The Guard"
Selection, The Band Of H.M.
Coldstream Guards.
10.30 p.m.—God Save The King.
Close Down.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4641.

SKILLED WORK

IN
DRY-CLEANING AND DYEING.
INTRODUCTORY OPENING RATES.

GREAT REDUCTIONS

AT FINISH PROMPT SERVICE

NEW DEPOT

32, Wyndham Street, (Glenside Building).

SUN HOW WAH CO.

華 巧 新

DRY-CLEANERS AND DYERS.

Established 1913.

496, Nathan Road (Yaumati). Tel. K. 824.

232, Des Voeux Road C. Tel. C. 5787.

75, Queen's Road C. 32, Wyndham Street.

Ho Tung Bldg., Queen's Road C.

GOEDECKE MEDICINES

are scientific Preparations prescribed all over the world by modern physicians and hospitals.

VEGANIN-GOEDECKE: fast acting PAIN KILLER in neuralgic, rheumatic, headaches, toothache, influenza, pneumonia, palpitation of the heart, sciatica, coughs, etc. No bad side-effects, fast resorption.

In Tubes of 10 tablets to the public and physicians.

ANUSOL-GOEDECKE: fast acting non-toxic, non-corrosive suppositories against HAEMORRHOIDS. Painless evacuation, removes constipation from stasis of faeces. Only genuine with name Goedecke. No substitutes exist for Anusol-Goedecke.

Sealed boxes of 10 suppositories for public and physicians.

ARHOVIN-GOEDECKE: (taken by mouth) against acute, chronic, simple or complicated GONORRHOEA, PROSTATITIS, EPIDIDYMITIS, CYSTITIS, PYELITIS. No side-effects on gastro-intestinal canal or kidney system. Contains no bismuth. Quick cure.

Bottles of 30 capsules, to public and physicians.

TARGESIN-GOEDECKE: most modern preparation against anterior and posterior GONORRHOEA. Rapid cessation of secretion. Painless, free from irritation, strongly bactericidal, antiplostatic, of "deep" action.

To physicians and hospitals only, bottles of 10 Gramm.

OBTAINABLE AT ALL LEADING CHEMISTS AND DEPARTMENTAL STORES.

Sole Agents:

ERIC ALLUM, CHOW & CO.

Hongkong.

18, Connaught Road, Central



SAY IT WITH FLOWERS.

We specialize in **BOUQUETS & FLOWER BASKETS** tastefully arranged with our choicest flowers fresh cut daily from our own gardens. SEE our stock of fresh vegetables.

Delivery Made To Your Homes.

NOTE our new address—

THE CLOVER FLOWER SHOP

20, Ice House Street.

HOUSEHOLD USES

RUBBER HOSES

FOR WASHING VERANDAHS

KITCHENS

YARDS

GARDENS

GARAGES

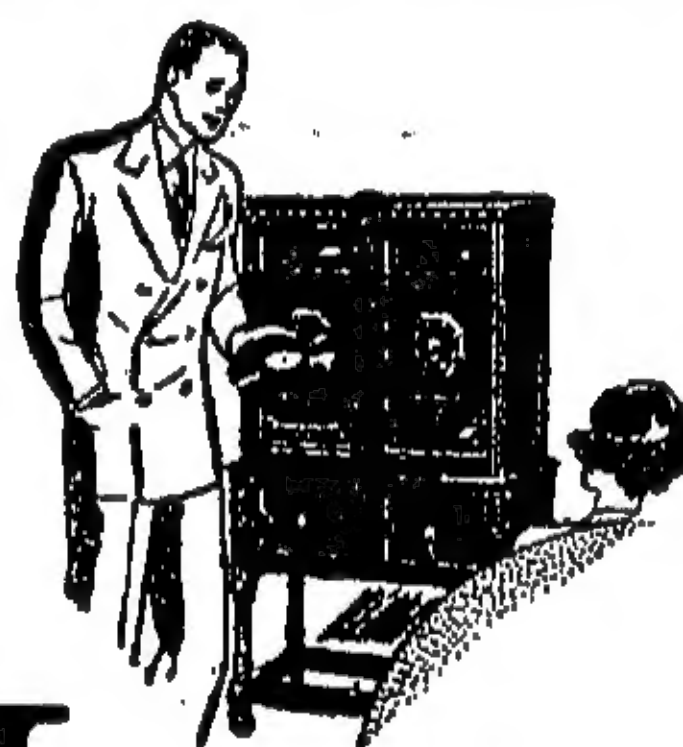
CARS

FOR WATERING FLOWERS & TREES.

Large Stocks Carried by

A. MING & CO.

105, Des Voeux Road, Central, (Opposite Central Market). Tel. C. 6147.



We've always wanted an

Instrument like This

"WE LIKE both radio and recorded music. Each fills a particular musical want. When we saw this new Victor instrument—Model Nine-sixteen I believe they call it—we decided right then and there that it was just the thing we had been trying to find for years. Its musical performance leaves nothing to be desired. And its appearance adds a lot to the room..."

We have all of these new Victor instruments on display at our store. If you haven't seen and heard them, you've missed a real musical experience. Come in and let us demonstrate. Easy payments.

S. MOUTRIE & CO., LTD.

(Victor Distributors)

Chater Road.



LESSEN THE DANGER

of **FIRE** IN YOUR HOME by keeping

Foamite Firefoam

Always Handy

SOLE AGENTS FOR HONG KONG AND SOUTH CHINA:

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

Tel. Central 236.

2, Queen's Building.



Many non-racing men—and women—have wondered in the past what the little hut overlooking the race course at the entrance into the straight is for. It is to accommodate officials of the Jockey Club whose business it is to supervise racing and spot irregularities such as bumping and boring. In the first three days there were two disqualifications for crossing in the straight, both made on objections being lodged. In more races than one there was much hectic shouting, particularly in a big field of subscription griffins, when one jockey was badly jammed or trying to steer what he thought to be the right course. I shall remember for a long time, says the *Sunday Herald* turf correspondent, the danger Mr. G. U. da Rosa was in in one race—when he was very close to the Judge's box, too! He had to pull up to avoid a nasty accident. And there was no official protest nor objection.

In which connection I quote the following from the *Strait Times*, on the subject of shouting, only the faint echoes of which reach the punters on the rails:—A horse race is a noisier affair than the spectator at a distance usually realises. There is a lot of shouting, calling and oburgation among the jockeys, especially at the bends, where riders who see any danger of being unfairly shut in send their protest to the offender in no uncertain terms. But a conversational episode of quite another character is related by F. B. Rees of a race that he won on Harpist at Hurst Park.

Harpist beat Kinnaird by a neck in a thrilling finish, and the point of the story is that Rees used to ride Kinnaird when he was attached to Poole's stable, and the horse, who has a sunning disposition, always went well for this particular rider. In the closing stages of the Hurst Park race, Rees had to drive Harpist up to Kinnaird, and in urging him, he shouted repeatedly, "Go on, ol' man; go on, ol' man." Harpist responded well, but Rees suddenly noticed that Kinnaird pricked up his ears and put renewed vigour into his finishing efforts. The artful old horse recognised his voice, and was answering to it as of yore. Realising this, Rees became silent, and Kinnaird immediately slackened, to be beaten in the last few strides.

During the Banvard Musical Comedy Co.'s season at the Star Theatre, Kowloon, a fellow-scribe who writes under the caption of "Still Waters" in the *China Mail* drew attention to smoking during the performances given. It is noteworthy that a remarkable incident occurred at a municipal orchestral concert at Burnley at which Mme. Elisabeth Schumann, the German soprano, was appearing. Mme. Schumann surprised the audience by walking off the stage at the end of the first of three groups of songs she was to have sung, and declined to appear further. It was stated that she had taken this unusual course as a protest against smoking being permitted in the Palace Theatre, where the concert was being held. Shortly afterwards she left for Manchester, without having been paid her fee. An official of the Corporation stated afterwards that some of the most famous English and foreign vocalists had appeared at the Sunday evening concerts in Burnley during the past ten years, but there had never been a single complaint about smoking. It was stated that the accompanist, Mr. George Altham, had had difficulty in persuading Mme. Schumann to complete her first group of songs. She had desired to leave the stage almost as soon as she had begun to sing. Such an occurrence has yet, I think, to be recorded in Hong Kong.

Another Musical Comedy Co. having delighted local audiences at the Star Theatre, goers ought to be pleased to learn that he has another company, the Banvard English Comedy Co., on its way out to Hong Kong. Here is some advance information I have secured on the tour (which, incidentally, has "The Cuckoo in the Nest," "The Best People," "The Ringler" and "Thank" in its repertoire).—During the tour of the Banvard English Comedy Co. through India and the Far East, they made the most of their opportunities in the way of collecting pictures and films of the interesting things

that they saw, and there are no less than four cine-kodak cameras belonging to their various members. They had a fine opportunity when they were the guests of H.H. the Maharaja of Alwar during his Silver Jubilee. They photographed animal fights and processions and durbars of surpassing magnificence. One event that the company filmed was a fight between a cobra and a mongoose, in which the mongoose got better of the deal.

The regretted death of Mr. H. P. Tea White brings to mind the fact that the once flourishing tea trade of Hong Kong is now practically non-existent. Mr. White must have been one of the last, if not the last, British tea merchant who stayed in the Colony, or came here from other parts of China, with an expert knowledge of tea. Such expert knowledge has to be acquired in the hard school of tasters. There is no recognised method of learning. In the early days of Hong Kong, a lady wrote to her spouse out here to the effect that it had been very thoughtful of him to send the packet of tea for Christmas, but, she had sprinkled it over rice pudding (because rice was "associated" with China) and it did not taste at all good. Such a story can hardly be believed now. The evidence against it, as constituted by the quantities sent Home annually by Messrs. Lane, Crawford's and other hongas, is overwhelming. Still, the yarn of the old days goes to show that there is an element of mystery about tea, in support of which contention it may be interesting to read the following by a *Statesman* writer.

Yesterday I became a novice member of the ancient and honourable Order of Tea "Spitters" or Tasters. In a long, narrow room impregnated with the delicate aroma of freshly brewed tea, I watched three members of the profession at work. Punctually at nine every morning they enter their sanctum on the second floor of a big Calcutta tea warehouse, hang up their coats, and embark unconcernedly upon their Herculean day's task of tasting—in the busy season at all events—anything up to three thousand cups of tea! Here are blended teas from every garden in India. From twelve to fifteen different gardens contribute their quota to every blend and the job of the taster is to see that that blend is sent out to the world of tea drinkers as nearly faultless as possible.

The tea "spitter's" job is no sinecure. And apprenticeship period of one or two years' training in a London tasting room is indispensable. There are heaps of things one must know about tea before one can assume that difficult role. An epicurean taste is sometimes the least consideration. That struck me forcibly as I watched a taster passing methodically down the wide bench, laden with steaming cups, stopping to sip a mouthful of tea, spitting it away, and passing on to the next cups. Hundreds of cups, apparently all alike to the gaze of the uninitiated, but so vastly different in reality.

From 500 to 600 "spits" is a good day's work for a taster. Naturally he does not drink all the tea he has to taste. That is why he is called a tea "spitter." A tea taster, I recollected having once been told, must live like a hermit to preserve his delicate sense of taste, rigidly eschewing beer and tobacco and such like indulgences. I resolved to put this knowledge to the test. The tasting room staff were frankly amused when I put my question. Apparently the hermit theory is a myth. "Nothing eaten or drunk in moderation harms the palate," they assured me. "So you can explode that idea absolutely."

Chefoo has been much in the lime-light this last week and the Royal Navy has had a sloop there for some time. Foreign warships visit the port fairly frequently in the summer. It is Wei-hai-wei, however, that is the summer headquarters of the British squadron in China. Wei-hai-wei is not far from Chefoo, both being on the northern coast of Shantung promontory. It is understood that Wei-hai-wei will be handed over to the Chinese Government in accordance with the rendition agreement drawn up four years ago, as soon as a Chinese Government has emerged which is in a position to ratify it, and to carry out its terms.

The name Wei-hai-wei is a misnomer as applied to the territory leased to Great Britain in 1898, following on the seizure of Port Arthur by Russia.

Actually, it belongs to a small walled town which, though close to Port Edward, the headquarters of the British Commissioner, has always been allowed to remain under Chinese jurisdiction since Britain entered into occupation of the territory, comprising an area of 285 square miles, in the north-east of Shantung. The last syllable of the name Wei-hai-wei means a garrisoned and fortified post, and the Wei of Wei-hai was one of several Wei established along the coast in the fourteenth century to protect the inhabitants from piratical attacks of the Japanese. The last time that Wei-hai-wei suffered from Japanese arms was in the China-Japan war of 1894-5. The fortifications had been reconstructed shortly before by German engineers, but they were not nearly so strong as those of Port Arthur which fell after a single day's fighting.

The Chinese put up a better fight at Wei-hai-wei and capitulated only after several weeks when overwhelming forces were brought against them both by land and sea. A great part of their fleet was sunk or captured and the admiral committed suicide. Since 1816 when the frigate *Atalante*, accompanied by the sloop *Lynx*, visited Wei-hai-wei, many ships of the British Navy have lain at the port, and the personnel has derived much benefit from its healthy climate, and welcome relief from the heat of the summer months. British occupation allows the Commander-in-Chief of the China Squadron to carry out target-practice and other exercises afloat and ashore under ideal conditions. Thus, as a naval base, Wei-hai-wei has been a valuable asset to British interests in the Far East.

In view of the present vaccination campaign in the Colony and its excellent results, it is difficult to account for a strange occurrence. It is known among a good many people that one of Hong Kong's leading medical practitioners is going Home suffering from sleepy sickness. It is known to only a few, however, that this disease was contracted in humanitarian service at one of the local hospitals. With these qualifying remarks, therefore, I accede to a request to give publicity to the following:—

Dr. W. Bentley Purchase, deputy-coroner for East London, concluded his inquest in mail week on the peculiar "on in a million" case of death after vaccination.

It was stated in evidence at the first hearing that Sidney Herbert Crowe, eight years old, of Abbott-road, Poplar, was vaccinated by a school doctor, and afterwards became very drowsy. He was taken to Poplar Hospital, where he died from encephalitis lethargica (sleepy sickness).

Dr. Arthur W. John, of Poplar Hospital, was asked by the Coroner if the vaccine had something to do with death. "Yes," he said. "It is a very rare condition, denied by some to exist. It was an organism introduced to the vaccine casually. The Coroner: Is it a defect in the lymph?—It is supposed to be. A few cases have been recorded, but it is one in a million. It is not definitely proved beyond dispute?—No. You have it down as the cause of death?—It is the only diagnosis one can make. Does it mean that there is anything wrong in the method of vaccination?—No; it implies that a casual organism is introduced into the ordinary vaccine. Dr. Cotter, Public Vaccinator, Bromley, said that he vaccinated the child among a batch of 106. All except Crowe had taken the vaccination excellently. Returning a verdict of "Death by misadventure," the Coroner said the condition apparently depended on something which was not quite properly understood. It was exceedingly rare.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4641.

THE HONG KONG
PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL.
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
HOTELS
LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone. All Trams pass in front of Hotel. Most Moderate Rates in the Colony. Hotel Launch meets all steamers.

TEA DANCES:
Monday, Wednesday and Friday,
From 5 to 7 p.m.

Tel. Add.: "Victoria."
Telephone No. C. 373.

J. H. WITCHELL,
Manager.

STATION HOTEL
NATHAN ROAD.
Tel. K. 120. — Kowloon — Cables "Termotel."

PRIVATE RESIDENTIAL HOTEL—FINE SITUATION
UNEXCELLED CUISINE.

Most Moderate Terms
Now under the personal supervision of the proprietors.

REDUCED PRICES
FOR

LOCAL MEATS

FROM 1st. MARCH

REVISED PRICE LISTS

NOW READY

COPIES on APPLICATION

The Dairy Farm Ice & Cold Storage Co., Ltd.

Now on view.

A NEW Consignment

OF

KAYSER STOCKINGS

in new shades and designs also with black pointed heel. Inspection Cordially Invited.

THE HONG KONG
PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL.
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
HOTELS
LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone. All Trams pass in front of Hotel. Most Moderate Rates in the Colony. Hotel Launch meets all steamers.

TEA DANCES:
Monday, Wednesday and Friday,
From 5 to 7 p.m.

Tel. Add.: "Victoria."
Telephone No. C. 373.

J. H. WITCHELL,
Manager.

STATION HOTEL
NATHAN ROAD.
Tel. K. 120. — Kowloon — Cables "Termotel."

PRIVATE RESIDENTIAL HOTEL—FINE SITUATION
UNEXCELLED CUISINE.

Most Moderate Terms
Now under the personal supervision of the proprietors.

REDUCED PRICES
FOR

LOCAL MEATS

FROM 1st. MARCH

REVISED PRICE LISTS

NOW READY

COPIES on APPLICATION

The Dairy Farm Ice & Cold Storage Co., Ltd.

Now on view.

A NEW Consignment

OF

KAYSER STOCKINGS

in new shades and designs also with black pointed heel. Inspection Cordially Invited.

BOMBAY SILK STORE

2, D'Aguilar Street.

Under the Patronage of
Sir CECIL CLEMENTI, K.C.M.G.

COME TO THE S.P.C.A. FANCY DRESS & MASKED BALL

AT THE
PENINSULA HOTEL,
March 8th, 1929.

Tickets including Dinner, Supper and Dancing
until 2.00 a.m. \$7.50.
Also floor tickets including dancing and supper \$5.
Obtainable from
The Hon. Secretary, c/o Messrs. Thomson & Co.,
York Building.
Messrs. Anderson Music Co., Ltd.
Thos. Cook & Son, Ltd.
Moutrie & Co., Ltd.
Principal Clubs.

IN THIS CHANGEABLE WEATHER,
everyone should have a bottle
of our

COLD AND COUGH MIXTURE

by him.

THE COLONIAL DISPENSARY,
13, Queen's Road C.,
Tel. C. 1877.

SUMMER VACATION. SPECIAL INCLUSIVE RATES

For trips to JAPAN, INDO-CHINA and JAVA for the
Summer Months including return Steamship tickets,
hotel accommodation, baggage transfers, and sight-
seeing. By this method the traveller is relieved of all
the annoying details of purchasing tickets, reserving
hotel accommodation, etc. A safe and convenient
method of carrying your funds during your holidays is
by means of our system of Travellers' Cheques. Also
be free from anxiety and insure your personal baggage
with us at current rates.
All further particulars furnished on application
to:—

THOS. COOK & SON, LTD.

(Incorporated in Great Britain)
General Foreign Passenger Agents, Pennsylvania Railroad,
and

WAGONS-LITS CO.

12, Pedder Street Head Office:
Opposite Hong Kong Hotel Berkeley Street
Phone C. 524. Piccadilly, London W.1.

Pamela

Begs to inform her clients that as from

March 1

MRS. B. J. DUNNET

(late of Messrs. Lane, Crawford, Ltd., and Messrs. Powell's)

will take charge of

SALES DEPARTMENT

THE
DESIGNING & DRESSMAKING DEPARTMENT

will be continued as usual by
MADAME LOUISE.

JUST RECEIVED AN EXCELLENT SELECTION

MOTION PICTURES

per
16 m/m. projectors

including
Charlie Chaplin Comedies
Bathing Girls and Scenic

THE PHARMACY

(FLETCHER & CO., LTD.)
Astoria Building, Tel. C. 345.

PIANOS

RETURNED FROM HIRE
AT GREATLY REDUCED PRICES.

	Nett Cash.
BROADWOOD—EBONIZED No. 116437.	\$360
BROADWOOD—MAHOGANY No. 122931.	\$475
BROADWOOD—MAHOGANY No. 124084.	\$550
CHALLENGER—MAHOGANY No. 36189	\$550
ANDERSON—MAHOGANY No. 4198.	\$475
ANDERSON—OAK No. 4208.	\$475
HAMILTON—MAHOGANY No. 97218.	\$350
WASHBURN—WALNUT No. 36189	\$250
ERARD—MAHOGANY	\$250
MOORE & MOORE—MAHOGANY	\$200

Anderson Music Co., Ltd.

The Hong Kong Sunday Herald.

(Annual subscription, excluding postage abroad, H.K.\$5.50, payable
in advance)

HONG KONG HERALD PUBLISHING CO.

No. 3a, WYNDHAM ST., HONG KONG.

Cable Address:—Herald, Hong Kong. Telephone Central 22 & 4641.

All communications should be addressed to the HONG KONG
HERALD PUBLISHING CO., to whom remittances should be made
payable.

London Offices:—The Far Eastern Advertising Agency (London),
Ltd., 86-88, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, MARCH 3, 1929.

"Railway Stands in the Way"

THE fact obtrudes itself that the Railway stands in the way of
the best development of Kowloon. Such was the candid and
outspoken statement made by the Chairman of the Kowloon Resi-
dents' Association at the annual meeting of the members of that
body on Thursday evening.

Careful study must be made of this assertion not only to be
able to agree with it, but to explore the possibilities of the Railway
being taken further out from Kowloon Point to another site in
which centrality must not be lost sight of from the point of view
of most convenience to the travelling public. It will not do to take
that one bald statement by itself and take sides for or against it.
The Chairman of the K.R.A. added that the Railway appropriates
quite one half of the water front of the Peninsula; that it has
over a million and half square feet of valuable land lying
practically idle; that it practically prohibits access to the most
southerly side; and that it has piers about three times as exten-
sive as the public piers and which are scarcely used at all.

When the present site was fixed for this very costly Railway no
one in authority at least had a prevision of the rapid rate of expan-
sion of Kowloon Point. Possibly the now threadbare argument that
trade and railway communication are inextricably interwoven,
irrespective of the site and other factors, was responsible for the
Railway Station being situated so close to the Ferry and to the
wharves of the Blue Funnel Line and the wharves, etc., of the
Wharves and Godowns Company. If, as does not seem probable,
town planners existed in those days, their opinions could not have
been sought. Looking at the whole matter from the angle just
presented, however, can those responsible for the present site of
the Railway and the Station be greatly blamed?

Other times, other developments, and other decisions. It seems
clear that the Railway has taken a stranglehold of most valuable
land at Kowloon Point, where further development is a sheer
impossibility. The necessity for more public piers has long been
accentuated. The need for wider roads has figured in all recent
discussions for the relief of congestion of traffic at Kowloon Point.
But every want is sorely circumscribed by the land occupied by the
Railway. All the suggestions toward betterment and improvement
can get no further than mere patch-work so long as the Railway
land remains inviolate. Possibly the idea of removing the Railway
further away from the sorely congested portion at Kowloon Point
has never before entered into the realm of serious consideration by
the authorities. The Railway Department is not likely to suggest
any alteration in the locale of its premises—station, piers, vacant
land, and all included. Even so, the Railway is only one Depart-
ment of the Government of the Colony. It does not follow that,
because the Government of the day when the Railway
site was fixed decided it must be there and nowhere else for the
next thousand years, the Government of the present time must
rigidly adhere to it.

The Railway and nothing but the Railway cannot for ever be
the only pebble on the beach of local policies and politics. The tidal
wave of time progress cannot be stayed if it can be demonstrated
that the Railway as a revenue producer would not suffer one iota
by being removed nearer Hung Hom. But, if one can only imagine
the Railway out of the way at Kowloon Point, one can easily foresee
the ease with which every single scheme for development in this
area can be solved to the satisfaction and the convenience of the
whole community. The points raised at the annual meeting of the
Kowloon Residents' Association are certainly worthy of the most
serious thought. It is to be hoped that they will be treated in this
light by the authorities and not left to another Governmental regime
to decide.

HONG KONG FAIRY STORIES

It was not mentioned in the
Honours' List, but it is a well-
authenticated fact that one of the
Kowloon members of the Legisla-
tive Council is shortly to be creat-
ed a Peer of the Realm.

It is also generally believed
that the plump little "O.B.E." dis-
tinction is the most coveted of all
British honours.

The 2nd Battalion Scots Guards,
since their arrival Home, have

heard so much about their
achievements on the China Coast
that they are longing to be back
again.

Hong Kong Tramway Co., Ltd.,
welcome competition of any kind.
They say it is the very life blood
of trade. The more buses on
the road, the happier they will be.

Honouraria are unpopular
in Hong Kong. They would (so they say) much
rather that their staffs received a
bonus of, say, 20 per centum, on
their salaries.

The Honours' List

The New Year's list of honours,
publication of which was, very
properly, deferred until the health
of His Majesty the King had im-
proved, does not appear to be
quite up to average in point of
interest. There is nothing very
exciting about it. Thirty new
knights have been created; but
even that causes but the faintest
of thrills; and as to the batch of
O.B.E.'s which is, as usual, in-
cluded, that merely leaves us quite
cold. True, one of the O.B.E.'s
comes to one of our most distin-
guished citizens, namely, Lt.-Col.
L. G. Bird, D.S.O., Commandant
of Hong Kong Volunteer Corps,
while a C.B.E.—(Commander of the
Order of the British Empire)—
is awarded to Mr. Li Yau-tsun,
Chairman of the local Chinese
Chamber of Commerce, and a
Chinese gentleman of worth and
distinction. Mr. Li has been
some 50 years resident in the
Colony and has often shown that
he is thoroughly appreciative of
what the British have done for
his countrymen who have thrown
in their lot with Hong Kong. He
and many other able Chinese have
also done much for the Colony,
and in acting as they did and do
they merit such recognition as is
from time to time made by His
Majesty the King. It is also
good to note that a batch of
O.B.E.'s has also been conferred
on Shanghai and Tientsin. This
should cause quite a flutter in
these parts. The British Con-
sular Service in China has also
been honoured—really honoured
—for a distinction well worth
having—no less than a Knight
Commandership—has been con-
ferred upon Mr. J. T. Pratt, a
well-known Consul-General, who
has officiated in many of the
China Coast and Yangtze Ports.
It must be confessed, however,
that so far as Far Eastern and
especially Hong Kong recipients
are concerned the Honours' List
might better have been very
much easier and brighter.

The Navy and Chinese Piracy

The suggestion put forward in
the House of Commons, that
additional naval guards should be
provided for British ships trad-
ing in Chinese waters as a pro-
tection against pirates, is not
likely to find much favour among
the practical men, for what "The
Navy" describes as "the excellent
guard of war-like Sikhs" which is
put on board most British steam-
ers nowadays finds itself at a
hopeless disadvantage when pitted
against pirates whose great
asset is surprise. Gangs of
pirates carefully place them-
selves as passengers in every part
of the ship, and with typical East-
ern patience are willing to wait
voyage after voyage until their
opportunity presents itself. Then
they can rise with such sudden-
ness that no armed guard has the
least chance. Patrolling or con-
voying is the only possible means
of circumventing the activities of
these piratical gentlemen, and at
the present time the material on
the China station is not sufficient
for the purpose. That is the
opinion of the organ of the Navy
League, inspired doubtless by the
members of its branches in the
Orient.

"Keep Watch"

Is Hong Kong likely to see the
Navy League film, "Keep Watch,"
a private view of which took place
at the American Theatre, London,
on December 17? Admirable
views of British ships of war at
sea are shown, and of scenes on
board a battleship—the building
of a cruiser from the time of lay-
ing the keel to the launching; a
series of scenes of Sea Cadet
training; views dealing with the
food supplies of the Home
country that come by ocean high-
ways; a selection of Canadian
scenes of typical industries—and
many other scenes of naval life,
all of which were viewed by the
audience with profound interest.
In Hong Kong we were recently
regaled with a German version of
"The Emden," in which it was
strange not to find one picture
dealing with "The Emden's" ex-
ploit in Penang. Even so, the film
had many good points in its
favour, looking to its origin; but,
purely War pictures apart—of
which there surely has been more
than a surfeit—a film such as
"Keep Watch" could not but be
appreciated out in the Orient;
where our gallant sailors have
had to "Stand Watch" not only
during the long years of the War
but every year and day since.

THE "HERALD" CALENDAR

March 6, 1928.—St. Joseph's
Villa, an addition to the Sacred
Heart English School, opened by
the Hon. Dr. R. H. Kotewall.

March 7, 1888.—Departure of
Sir J. Pope Hennessy, Governor,
from Hong Kong.

March 7, 1920.—University of
Hong Kong conferred honorary
degree of LL.D. on Sir John
Jordan.

March 8, 1898.—Prince Henry
of Prussia in Hong Kong.

March 9, 1906.—Messrs. Ho
Kong-tong and Frank Smith ap-
pointed unofficial Justices of the
Peace, Hong Kong.

WHAT THING

by
"CAN DO."

If making money—the
Sweep first of all English games
Tickets as Carlyle called it—is
much more attractive
than the prosy business of earning
it, how much more pleasant is in-
dicated by buying Race tickets: The
most thrifty people, those who never
gamble at races or cards, hardly re-
gard it as folly to spend a dollar
or two in the hope of gaining \$1,000,
even if the sum they pay be far
more than the chance is worth.
Some, to lessen slightly the impro-
bability of winning a prize, buy sev-
eral tickets; but it has been said
that there is no more certain propo-
sition in mathematics than that
the more tickets you buy the more
likely are you to be a loser. Adven-
ture upon all the tickets in a Race
lottery and you lose for certain, and
the greater the number of your
tickets the nearer you approach to
this certainty. However, people do
not think of these things at the an-
nual Race meeting in Hong Kong;
many take tickets with punctilious
regularity, waiting for their luck to
turn and repay them a hundredfold.
Is it an insignificant delight to
tempt fortune, if only to the extent
of a few dollars once a year (and
at every extra Race meeting)?

"The worthy Commis-
sioners seem to have
missed the mark in
comparing the prices
charged in Hong Kong with those
in Singapore," says the "Malay
Mail," commenting on the discus-
sion on theatre prices in the Singa-
pore Municipal Commission. To be-
gin with (asserts the "Malay Mail")
living in Hong Kong is cheaper all
round. [Since when?] The Hong
Kong dollar at 1/10 buys rather
more than the Singapore dollar at
2/4, probably because the former can
draw on South China as a source
of food production instead of im-
porting from a distance as Malaya
does. Furthermore, the theatre, like
the hotel, in Hong Kong can count
on a much larger theatre-going pub-
lic than can Singapore. The Euro-
pean population, including the naval
and military establishments is
larger and there are many more
English-speaking Chinese, who en-
joy a good European show. Theatrical
companies can then expect in
Hong Kong to draw good houses and
can afford to sell tickets at lower
rates than in Singapore because
they are sure of selling more of
them and sure also of cheaper
rates for hotels and transport.

Some "The same thing
Comparison applies to Kuala
Lumpur, the
"Malay Mail"
scribe goes on to say. "We had to pay
\$10 for Pavlova and \$5 for the
Banvard company in comparison
with Singapore's \$8 and \$4, simply
because in the former case the Town
Hall cannot hold enough seats
to make it worth while for the Rus-
sian dancers to visit us at lower
rates, and in the latter, because ac-
commodation and acoustics are so
bad that only those in the first few
rows can hear more than the music.
Naturally companies would prefer
to sell 1,000 seats at a dollar to 300
at two dollars but as things are
front seat holders have to pay for
the empty rows behind them. If
we want better entertainments we
shall have to pay more for them un-
til we can make it worth while
for larger audiences to patronise
them. Our rates must be higher
than those in Singapore because we
have a smaller theatre-loving pub-
lic and give no encouragement to it
to increase. Singapore too must pay
more than Hong Kong because their
cost of living is higher and their
public less. There is no real com-
parison possible at present between
the rates charged in the three
towns."—Then why, in the name of
Goodness, say so after covering half
a column with comparisons? Local
folk pay \$4 for Banvard's best seats
and \$6 for La Argentina!

I am not a zealot
Smoking in the cause of
Powder non-smoking, I fre-
quent a restaurant

which displays the notice "Custom-
ers will please refrain from smok-
ing." But there is something
worse than having to sit next to
the man who insists on mixing his
cigar smoke with your curry puffs.
One day during the week, and at a
time when I thought I had not
nearly finished my lunch, the flapper
opposite me brought out her powder
puff. Now I can sympathise with
the Major when he says to me, "My
boy, I have faced powder a thou-
sand times." It is the most pene-
trating stuff I know. If the flapper
who wielded the puff got more of
it than I did she was unlucky. As
I walked down the street afterwards
people sniffed contemptuously at
me, while the Pomeranians barked
joyous greetings as to an old ac-
quaintance. But I am getting ahead
of myself. The powder was not
all. There was also the flapper
next to me, who brought out of her
vanity bag a hair comb which she
proceeded to wield with more vigour
than discretion. My natural
modesty, which had restrained me
also during the powder lady's bar-

rage, forbade me to plead with the
lady of the locks to direct her fire
in some other direction. I looked
away, but some mysterious power
drew my eyes back to my plate....
I could see now that the impression
that I had not finished my lunch had
been formed too hastily.... That
evening, in a domestic atmosphere
the reverse of cordial, I explained
the presence on the sleeve of my
coat of strands of fair, curly hair.
I received an uninterupted airing
as I explained also about the per-
fume. And, indeed, the since has
remained unbroken ever since.
But you can see how it is? Please.

A Happy Valley re-
sident was return-
ing home one night
during the week a
little later than he had intended,
and, it must be confessed, a little
less certain of himself. He was
considering what he might do to
preserve a domestic peace which, he
felt, was in some danger of being
disturbed. As his taxi passed along
Des Voeux Road Central an idea
came to him. Not an original idea
—one, rather, that has stood the
test of time. It didn't come sponta-
neously, but was suggested by the
contents of the window of the fish
shop. "Hi," he called to the taxi
driver, "Stop! I want to buy some
lobsters to take home for the wife's
supper." The car was stopped and
backed to the front of the shop, and
the "fare" descended and went into
the shop a little unsteadily. He
regarded the lobsters with aversion.
"I can't take them home," he mut-
tered to himself, and started to
mention one or two home truths to
the proprietor. "Those—lobsters
of yours," he said, "They've got no
claws and no feelers." "Them!" ex-
claimed the proprietor, indicating
the goods in the glass tray on the
counter. "They aren't lobsters;
they're tomatoes." This incident
seems to enlarge somewhat the
scope of the discussion. Are toma-
toes a fruit or a vegetable?

A cook in India has
got two years R. I. for
"Poison" trying to poison his
master. Great Scott!
Various cooks have tried to
poison me for the last
thirty years in the Tropics
and I met them in the street or
at some other unfortunate's house
and greet them with a smile as with
a grin they salaam, and my excellent
testimonial hidden somewhere in
their clothes. And talking of cooks!
The other day I was reading a week-
ly column in a London publication,
you know the kind of thing, by the
gentleman who lunches at
Claridge's, runs off to Ranelagh,
meets somebody at the Academy
and finishes up at a night club.
Knows everybody's private affairs
as long as they have a handle to
their names and are of the Upper
Four Hundred. He was lucky
enough to meet somebody from
Buckingham Palace and was given
a copy of the very very plain din-
ner Royalty ate on Christmas day.
It was something like this.

Soup a la something else
Fish a la something else
Roast Pheasant
Stuffed Goose, Cranberry Sauce
Roast Turkey
Plum Pudding
Mince Pies
and just one or two other dishes
to make it look like a meal. Mind
you, I'm not saying that this is
poor stuff that Royalty puts up
with and I'm not pretending even
that the menu is correct. I just
refer to it—for the sake of compari-
son with the banquet a pal of mine
had in this Colony somewhere a
little to the west of Sunset.

Sicilian Soup
Sicken Mould
Roast Sicken
Sicken Curry
Armchovy Egg

What more could the tummy of man
desire?

In a copy of an
Other Times; eighty years -
Other Manners old London
newspaper (lent
to an obliging and trusting friend
of a friend of a friend of a friend
of mine) is the record of this in-
cident:

Yesterday morning a young
man was caught in a carrier's
shop in the act of stealing a large
roll of leather. The proprietor
of the shop gave the thief the
choice of two things: to stand on
the counter of the shop for two
hours with a card round his neck
with the words: "This young
man is a thief," or being given
in charge to a policeman. He
chose the former, and a great
crowd collected round the shop.
Other times; other manners.
Nowadays the only persons who
offend against the law are those of
the shrinking violet type, who have
to be protected at all hazards from
the rude gaze of the curious multi-
tude. Nowadays, also, it is to be
doubted whether the young thief
who chose to stand on the platform
with a placard on his chest, would
thereby escape the attentions of the
police. He would almost certainly
be charged with having caused an
obstruction to the traffic.

HONG KONG \$ DIRECTORY

1929
NOW ON SALE

AT THE
DOLLAR DIRECTORY CO., 3A, Wyndham Street.
AND AT
Whiteway, Laidlaw & Co., Ltd., Brewer's,
Hung Cheong, 66, Nathan Road, Kowloon
H.K. & Kowloon Ferry Wharf Store, Kowloon
Peak Tram Station Store, Lower Tram Station
Lee Yee, 12, D'Aguiar Street
Excelsior Co., 16, D'Aguiar Street.

Hongkong Sunday Herald.

READERS, AMATEURS OR NOT, ARE
INVITED TO SEND PHOTOGRAPHS
AND ILLUSTRATIONS TO THE
EDITOR OF THE "SUNDAY HERALD"
FOR INSERTION IN THIS PAGE,
SUBJECT OF COURSE TO HIS
DISCRETION.

ILLUSTRATED SECTION.

PICTURES TO BE RETURNED
SHOULD BE CLEARLY MARKED
THUS, WITH THE SENDER'S NAME
AND ADDRESS. IDENTIFICATION OF
THE PERSON OR EVENT SHOULD
BE CLEARLY AND BRIEFLY SET
OUT.

YOU TRAVEL - WE SERVE.

Bookings to all the Principal
Cities of the World.
For full particulars apply:—
CHINA TRAVEL SERVICE.
6 Queen's Road, C.
Telephone C. 2823 & C. 6176.

HONG KONG, SUNDAY, MARCH 3, 1929.

9



INTERNATIONAL BEAUTIES AT A HONG KONG EXHIBITION OF DANCING FOR CHARITY.—At the Club de Recreio, King's Park, Kowloon, last Saturday. Ladies and girls of varying ages in costumes representative of the nations at the performance for charity.—(K. Fujiyama).



USE
MAGNESIUM PERHYDROL
against
INDIGESTION
An entirely new MAGNESIUM-OXYGEN treatment.
Rapid relief for
HEART-BURN, LACK OF APPETITE, SICK HEADACHE.
**THE NATURAL CURE
FOR CONSTIPATION**
Once used, always used. Try some to-day.
Bottles of 20, 50 and 100 tablets, also
Powder, 50 and 100 gm.
All Dispensaries and Stores sell it.



NEW RESERVOIR.—The stream bed at Shing Mun, New Territory, which will be submerged by the new reservoir.



GERMAN COUNTRY CLUB PARTY.—The annual fancy dress party of the German Country Club, Shanghai, was held in the Clubhouse, No. 454, Avenue Haig, when a large number of members and their friends attended to make the function a great success.—(Ah Fong).



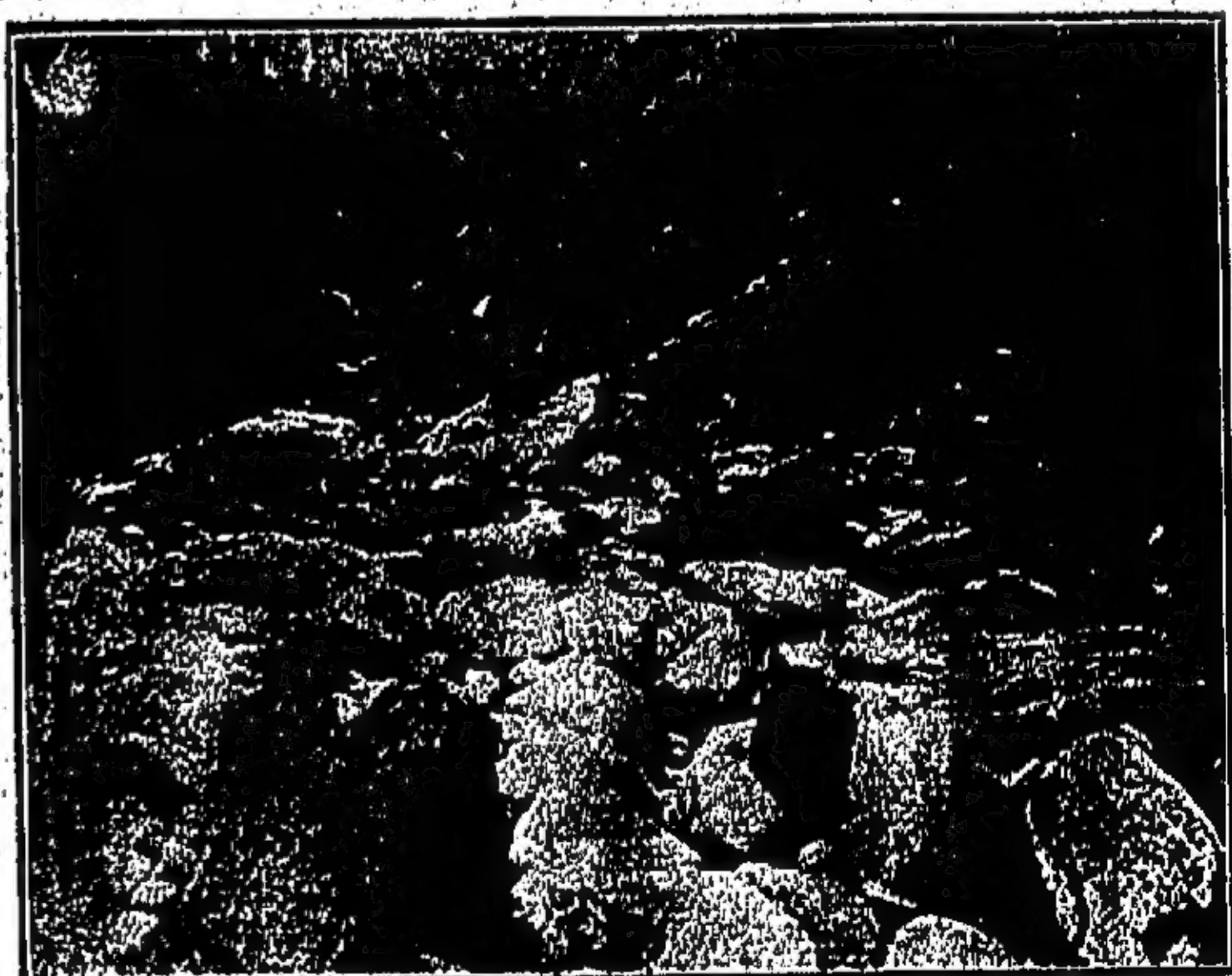
SHING MUN WATERWORKS.—The bed of the river in the New Territory, looking towards the present intake.



EWO COTTON MILLS STAFF DINNER.—The foreign staff of Ewo Cotton Mills, Ltd., were entertained to dinner at Ewo Lodge by invitation of Mr. J. J. Paterson, chairman of the company. Included in the above group are Mr. J. J. Paterson, Mr. H. Martin Little (director), Mr. R. J. McNicol (manager of Jardine's Mills Department), Mr. J. Harrop (Manager of Ewo and Yangtsepoo Mills, formerly of Sookumpoo, Hong Kong) and Mr. W. K. Smith (manager of Kung Yik Mill).—(Ah Fong).



FAMOUS FEMALE IMPERSONATOR.—"So Wun-Laan," the "leading lady" of the Tai Law Tin troupe, who is one of the most improved Cantonese actors of the present day.



ROCKY RED.—Of the Shing Mun River, when Hong Kong hopes to get a supply of water before very long.



OFFICERS OF THE 2ND BATTALION, THE KING'S OWN SCOTTISH BORDERERS, HONG KONG, 1929.—Seated (l. to r.)—Capt. P. Perfect, Maj. E. G. Miles, D.S.O., M.C., Maj. B. C. Lake, D.S.O., Lt.-Col. L. J. Comyn, C.M.G., D.S.O. (officer commanding), Capt. A. G. Dobbie (adjutant), Capt. G. H. R. Abbott, Capt. R. Paton Reid; Standing (l. to r.)—2/Lieut. A.B.S. Clarke, Lieut. J. D. A. MacLaren, Lieut. C. W. P. Richardson, Lieut. F. M. V. Trogen, Lieut. J. Scott-Elliott, Lieut. the Hon. W. F. C. J. H. Napier (Master of the Napier), Lieut. J. D. Welch, 2/Lieut. Sellon, Lieut. W. Pyper, D.C.M. (Quarter-master), Lieut. W. G. Mattingley, Lieut. J. G. Shillington, Lieut. H. A. Kelly.—(K. Fujiyama).



SIR REGINALD TYRWHITT, recently c.-i.-c., China Station, promoted Admiral.



"THE SAMOAN DANCERS," opening a short season, commencing to-day, March 6, at the Star Theatre.

FOR PRINTING OF QUALITY
AND SERVICE.

THE NEWSPAPER ENTERPRISE LTD.

3A, WYNDHAM STREET.

GENERAL & COMMERCIAL PRINTERS
AND BOOKBINDERS.



The Woman's Page



FOR STRONG AND SUPERIOR
BINDING.

THE NEWSPAPER ENTERPRISE LTD.

3A, WYNDHAM STREET.

GENERAL & COMMERCIAL PRINTERS
AND BOOKBINDERS.

A Confection in Flesh Silk



Here is just such a gown as every woman dreams about and seldom finds. It is of flesh-coloured silk maline, with a bodice of gold lace and a V-shaped band and front. The bouffant skirt is ornamented at the waist-line with a pink silk bow and pink and gold flowers. Of course, the wrap matches the frock.

FELIX

Felix have some very odd and attractive three piece sports suits. They are just the thing for between seasons.

Two especially caught my eye. The first was a birch tree effect. The skirt had three box pleats on either side; the background of the material being a silvery grey flecked with tan and white. The sweater, with long sleeves, was made of plain tan, while some narrow bands of the skirt material circled it six inches from the edge. The coat was carried out in the birch effect. So complete this dainty ensemble there was a hand woven non-crushable straw hat on the same principle.

The second suit was a powder blue effect. The skirt and coat looked very much like the dainty old-fashioned raised crocheted

work, while the sleeveless jumper was plain powder blue with a little of the raised crocheted effect worked into the bottom of the jumper.

A riot of colour attracted me and upon investigation it proved to be a dainty and serviceable afternoon frock. Knife pleats being very popular this season, the designer had happened on a happy combination here. The pleated skirt was in heavy black Paris crepe, while the Russian tunic effect was carried out in a wonderful shade of amber. The neck was "V" shaped, whilst the sleeves were tight fitting, finished at the waist with a row of gold buttons. The only trimming of the unusual gown were three flat diamonds down the front of the gown, at the top of each a bow of the amber material had been placed. The belt on the tunic was finished with a clear amber buckle.

HAIRDRESSING

Clever Artifices to Aid Nature

With the return to dainty and feminine clothes comes the inevitable change in hairdressing. Obviously it is incongruous to wear a full and flowing frock with a sleek and shingled head. Therefore, as fashion decrees that for evening wear, at any rate, women must wear frilly, almost panniered, dresses and long skirts, they are obliged to regulate their heads accordingly.

In Paris they began to grow their hair again in August, but the terrific heat wave sent them all flying to their hairdressers to be shorn once more.

The intermediate stage, when the head is covered with unruly wisps of hair, has discouraged many from the attempt to gain a second time a head of long tresses. Designers and hairdressers, realizing this, have created most attractive caps and headresses to cover untidy heads. There are little swathed turbans of metal tissue, in gold, silver, copper, and bronze; of metal lamé with a design of bright flowers, or of jewelled net sewn with paste stone to tone with the wearer's dress or cloak. Some times coarse metal net is used, or net as fine as a cobweb and sparkling with jewel dust. Juliet caps of pearls; tight-fitting medieval caps of gold or silver lace with long lappets or narrow chin-straps; Dutch caps, wired and beaded; strands of metal ribbon joined together to form a snood or casque; or wide bands of metal lamé to encircle the head, to which jewelled medallions are attached over the ears.

Some are worn to cover the hair completely, others reveal a little bunch of curls at each side of the face, or a row of them peeping out above the nape of the neck. For those whose hair is not yet long enough to be curled little caps are made with artificial curls, carefully matched to the shade and texture of the wearer's own hair, sewn to the sides or back, so that there is not the slightest danger of shedding a bunch, as so often happens when curls are carelessly pinned on.

Certain Parisian milliners have introduced this same idea in hats, making alluring little bonnets of velvet or fur-felt with bunches of curls attached to suit the wearer's face. As Frenchwomen live in their hats all day, this fashion is possible. Englishwomen are less self-conscious, and would probably absent-mindedly remove their hats, curls and all, directly they came indoors, no matter who was present.

There are also cleverly contrived wigs, light as thistledown to wear, and so beautifully made that they defy detection. These can be slipped on in a trice and transform a ragged head. Single-wigs were almost universally worn by women at the seaside this summer, making it possible to dive and bathe without the hot inconvenience of a rubber cap. After bathing the shingle-wig was slipped over the dishevelled head, enabling its wearer to emerge from her tent or cabin as neat as when she entered it.

Wigs have developed rapidly in the last few months, and are now made curly and soft and feminine. For busy women, returning late from their work to keep an engagement to dine or dance or go to a

For a Dinner-Dance



Here is a dinner-dance frock in deep rose crepe and velvet. The crepe skirt is very full, terminating in a band of shimmering velvet. The bolero jacket is of velvet, studded with brilliants, as is the narrow girdle.

play, they are a great boon to hide a head of slowly growing hair.

Women who were strong-minded enough to resist the shingle fashion are now in their glory, for they can adapt their coiffure to suit any type of dress without artificial aid; and hairdressers are rejoicing because at last they again have scope for their skill, and can sell some of their enormous stocks of false hair in their storerooms.

YOUR SPARE ROOM

Think of Your Guests

There is a definite new style in the decoration of our homes to-day, so we must all look to the comfort of our guests as well and see that the spare room is as dainty and attractive as our own apartments. This article is the outcome of a very pleasant stay with a friend who showed me the way to the daintiest little room wherein to spend a night.

On entering this room I was immediately impressed with the kindly thought of the lady of the house for the comfort of her guest, and in a heart to heart talk with her she gave me many tips which made me realise that it is within everyone's reach to copy her in her kindly thoughtfulness.

Let me describe the room. On the floor was a large Chinese mat with gaily coloured border, and by the bedside were two Chinese rugs of equally gay colouring, with a third by the dressing table. The few boards left showing were stained with some staining which gave the room a bright and finished appearance. The bed had been placed in such a position that every little puff of wind came towards it. The bed was covered with a pretty bedspread made of green checked gingham, whilst beside it was a chair covered with the same material: the curtains were of the same material also but plain, not checked, as were also the table covers. The material was inexpensive.

When I opened the drawers of the toilet table there was not any need for the remark one so often hears—“Oh, I am so sorry, I always keep my old things in here.” Every drawer was empty and there was therefore plenty of space, and no need on my part of feeling I was intruding. It was a kindly thought of my hostess to clear away her gewgaws for the one night I spent at her house. My hostess had also lined the drawer with a pocket similar to those we made for our Mahjong cloths, which is a great convenience and greatly appreciated by men who are always losing their studs, etc.

Beside the bed, on a useful sized table, was placed an electric lamp the pottery base of which was green and the shade a vivid orange (made by my friend's clever fingers), while some books and recent magazines were carelessly laid about to while away any dull hour.

The wall was bedecked with no family portraits of folks of whom I had never heard, or whom I should

Dinner Gown of Metallic Cloth



Gold metallic cloth shot with flashes of brilliant green is the material used in the formal dinner gown shown in the picture. Only one ornament is worn with the creation, a large emerald and gold buckle at the girdle.

probably never see, but instead four beautiful pictures of English flowers, the work of a true artist, had been extracted from a Christmas number and framed. Nor were there any old trunks lying about this dainty spare room: even if there had not been a box room in the houses I know my hostess would have covered any unsightly trunks with material to match the rest of the trappings.

My room was also provided with the following:—cigarettes and matches, pins and safety pins, needles and cotton and a teaspoon while a pair of slippers lay handy on the bath room threshold. My hostess said she had made a list of things she was always being asked for, and so always saw that her guests had these home comforts when staying at her house. At night the Boy placed a thermos flask of icy cold water on the table beside my bed, asking me at the same time if I would care for any aerated waters or other drinks.

When, before leaving, I exclaimed on the daintiness of the room I had occupied my hostess said she kept a special toilet set, towels, etc. for her guests, and these were

always put away when the room was empty and not left about to be chipped or broken. Thus she ensured clean and neat bedroom appointments. After all, thought I, as the motor whisked me to the station, these little attentions really cost nothing, but they show the kindly spirit of true hospitality and thoughtfulness.

It adds very much to the comfort of a guest to provide a stool on which to place a suit-case or other light luggage. Such a stool could be made locally by any Chinese carpenter for a few dollars, and evinces still further consideration for our visitors.—Singapore Free Press.

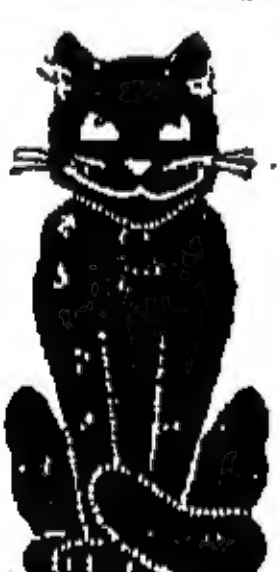
EVE

Eve has just received some very smart linen and crepe afternoon dresses at reasonable prices. The dresses are by Helene, of Rue des Moulins, Paris, and are very smartly finished, also nice selections of evening dresses in lace net, organdie, and voile suitable for the summer.

Top Coat of White Polo Cloth



Smart tailoring and simple lines feature this roomy top coat of white polo cloth designed for the woman who likes to attend outdoor sports events. The garment is characterized by large patch pockets and oversize pearl buttons. A white French felt hat and white kid pumps with military heels complete the costume.



FELIX HAT SHOP.

GOWNS, HATS, COATS

AND
NOVELTIES.

7, Ice House Street.

Tel. C. 6294.

GRAY OF CAMBRIDGE

SUPERB TENNIS RACKETS.

Local Gut. Indian Gut.

THE "INVINCIBLE"	\$30.00 — \$32.50
THE "MASTERPIECE"	\$22.50 — \$25.00
THE "LIGHT BLUE"	\$25.00 — \$27.50
THE "SHAMROCK"	\$17.50 — \$20.00

"It's all in the Balance."

Lane Crawford Ltd.
Sports Specialists.

AT THE DOLLY VARDON HAT SHOP

You will find

The very latest designs in Millinery.

MATERIALS & WORKMANSHIP OF THE VERY FINEST.
REASONABLY PRICED.

St. George's Bldg.

Opp. Savoy Hotel, Chater Rd.

JUST ARRIVED

Large Selection of:

EVE

STRAW HATS

WASHING

DRESSES.

PEDDER STREET.
Opposite H.K. Hotel.

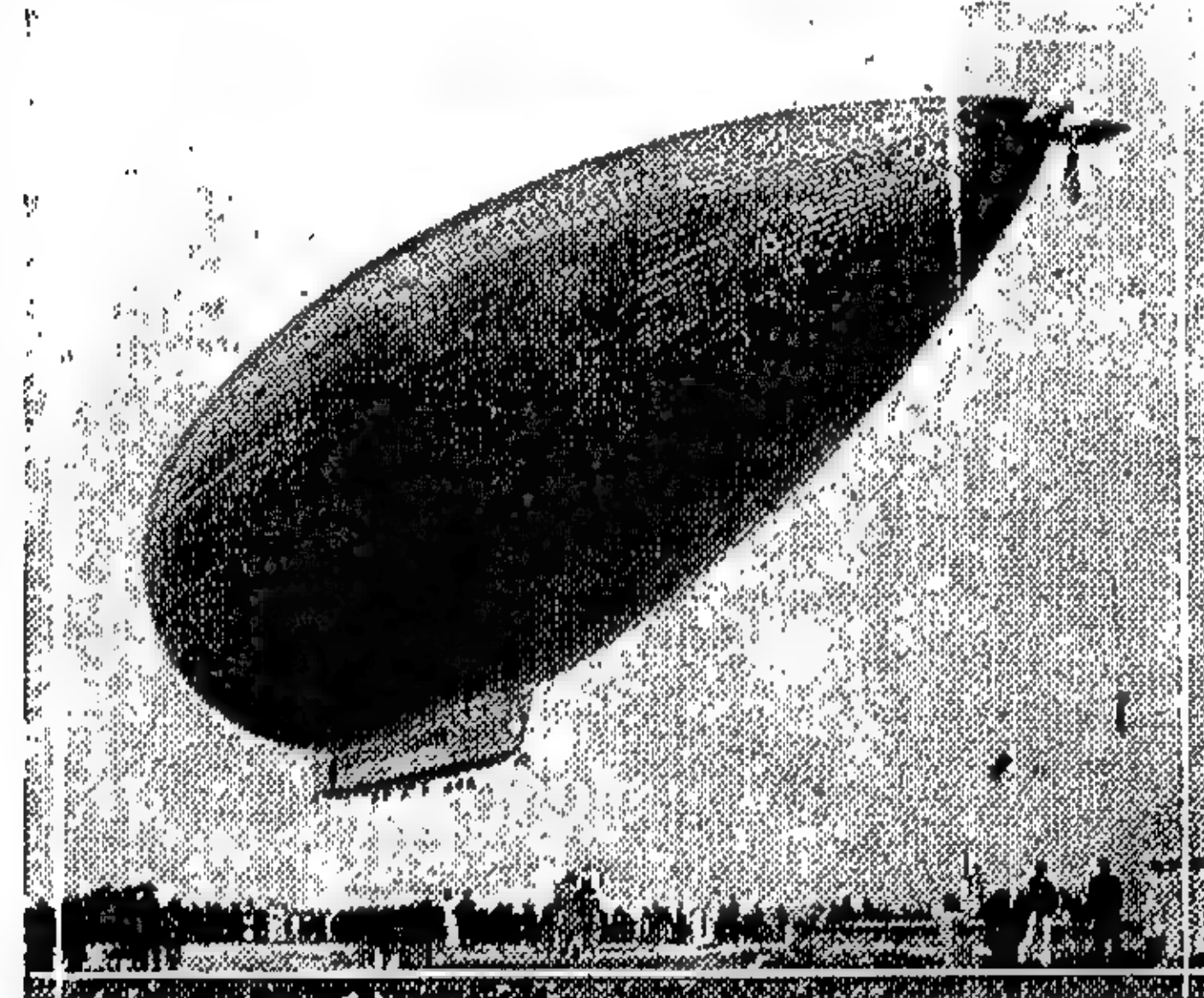
ROUND THE GLOBE IN PICTURES.



Albert Copinger, the world's champion alligator wrestler, who, unarmed, makes a sport of wrestling with alligators in the wild Everglades of Florida. He has escaped death a number of times, but seems to enjoy the sport.



Members of the crew of one of the fishing steam trawlers out of Boston, Mass., cutting away the ice on their ship on its return to its port after a fishing trip in the Atlantic. So intense has the weather been that the ship was covered with ice six and seven inches thick on rigging and decks.



"The City of Glenade," in the air for the first time, when its buoyancy was given a short first test. The craft is the first all-metal steam-driven dirigible to be built. Capt. T. B. Slate is the designer and builder.



Florenz Ziegfeld (right), the famous producer of musical masterpieces, inspecting one of the first commercial television sets which he has purchased to select beauties from a distance. The set, which hooks up with an ordinary radio, enables him to select by visual radio, beauties he wants for his forthcoming shows. Mr. Ziegfeld intends in the future to look over the whole world for the girls he needs.



One of the several helium tank cars which the U.S. Army Air Service has just placed in operation. These cars contain three huge cylinders having a capacity of 200,000 cubic feet, enough to inflate an ordinary sized airship, such as is shown here being refuelled. In the past, helium was carried in small tanks, 1,200 of which were necessary to inflate this size of airship. Now an airship can come down to any railway track for inflation.



The crew of the giant tri-motored U.S. Army Fokker 'Question Mark' which recently beat all world's records for an endurance flight, remaining in the air for 6 days, 6 hours, 40 minutes and 15 seconds. The distance covered was approximately 11,500 miles. Additional supplies of gas and food were transferred to the plane from another plane several times daily. Left to right, Major Carl Spatz, commander; Capt. Ira C. Baker, pilot; Lieut. H. A. Haverson, Lieut. Elwood Quesada, and Sergt. Roy Howe.



Kansas City.—A characteristic shot of Forrest Di Bernardi, who is captain of the Cook Painter-boys, the U.S. National basketball champions.



Mlle. Allain, a typical beauty of France and winner of several beauty contests in her country, who is now appearing on the musical comedy stage in Paris, where her beauty and charm have attracted to her many followers.



Berlin.—An unusual picture of grace and beauty—Frau Ellen Brockhoff, who has won the figure-skating title in Germany seven times.



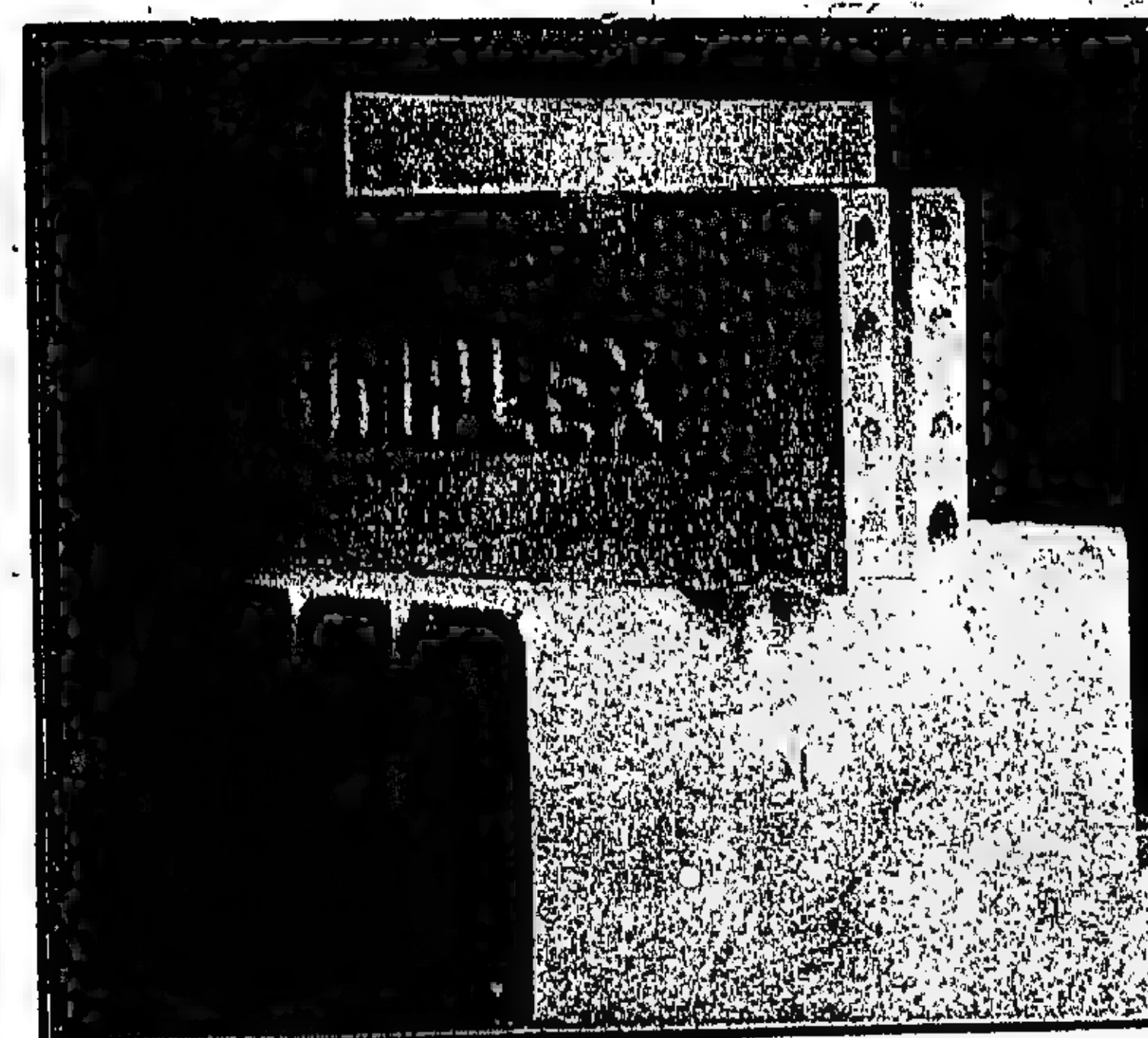
Mrs. Margaret Roller, an artist in the U.S. Department of Agriculture putting the finishing touches on a model of a Spanish Jack, known in America as a mule, which will form part of the exhibit of the Department of Agriculture which is being sent to Spain for the International Exposition in Seville in March. In the days of Washington, the Spanish ruler presented him with a Spanish Jack, which has become the mascot of the U.S. Army.



Left to right, front row, Secretary of War Dwight Davis, Secretary of State Frank B. Kellogg, President Coolidge, Secretary of the Treasury Andrew Mellon and Attorney-General John G. Sargent. Back row, Postmaster-General Harry New, Secretary of Labour James Davis, Secretary of Commerce William F. Whiting, Secretary of Agriculture W. M. Jardine, Secretary of Interior Roy West and Secretary of the Navy Curtis Wilbur. This new photograph of the U.S. President's Cabinet includes two new members, Secretary of Commerce Whiting and Secretary of Interior West, both recent appointments.

SIMPLEX PARTITION BLOCKS

FOR INTERNAL PARTITIONS.
Made of Pure Gypsum
FIRE PROOF & VERMIN PROOF.



FOR GREATER EFFICIENCY IN BUILDINGS.

USE
KEENE'S CEMENT, GYPSUM FIBROUS PLASTER,
PLASTER OF PARIS, GYPSUM PLASTER BOARD.

SIMPLEX PLASTER CO., LTD

Telephone C. 3759

2nd Floor Powell's Building.



KAYSER Slipper Heel* HOSIERY

When the smartness of the costume depends on the correct shade of hose that is worn—then choose a Kayser "Slipper Heel" Hose. Invariably correct and distinctive—it enjoys world-wide popularity. The shimmering richness of the silk—the subtle shades of the costume colors—combine to make a hosiery *de luxe*.

At all leading dealers

Kayser

* Trade Mark Reg.



WHEN you are all at sea with a printing problem such as a folder or a booklet, necessary to describe your particular line to the buying public, count on The Newspaper Enterprise Ltd. to turn out an attractive display.

We will help you with layout, design, etc., and the results obtained will convince you that a well designed and a well printed folder is one of your chief assets.

THE NEWSPAPER ENTERPRISE LTD.

GENERAL AND COMMERCIAL PRINTERS.

3A WYNDHAM STREET.

Established 1912.
THE ROYAL SHOE STORE
FOR LADIES' SHOES



Made to order, any style.

We pack furniture and curios for sending home.
No. 1, D'Aguilar Street
Telephone Central 3237.

ELECTRICAL ENGINEERS.

ELECTRIC MOTORS,
LIFTS, PRIVATE PLANTS
X-RAY APPARATUS.

Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED

LOWCOCK & HO

China Building,
1st Floor,
Queen's Road Central.

HAVE YOUR SUITS TAILORED

WHERE YOU OBTAIN
GOOD FIT, GOOD CUT
AT A CHEAP PRICE

YEE SING

Naval & Military Tailor,
12, Wellington Street.

PHOTO-SUPPLIES

Kodaks and Cameras
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

**ZIESS and BUSCH
FIELD GLASSES**

Price Moderate.
A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.
26a, Des Voeux Road C.,
Hong Kong.

IF YOU ARE TOO BUSY
TO WRITE HOME—DON'T

JUST POST A COPY OF
"THE OVERLAND
CHINA MAIL."

Which Gives All The
News There IS—
Both Local and Coastal.

Better Than a Hundred Letters!
SINGLE COPY 25 cents.

Subscriptions for Home (in-
cluding postage)—One year,
\$15; Six months, \$7.50; Three
months, \$3.75.

YOU CAN FOLLOW

MR. JIGGS

IN THE

"CHINA MAIL"

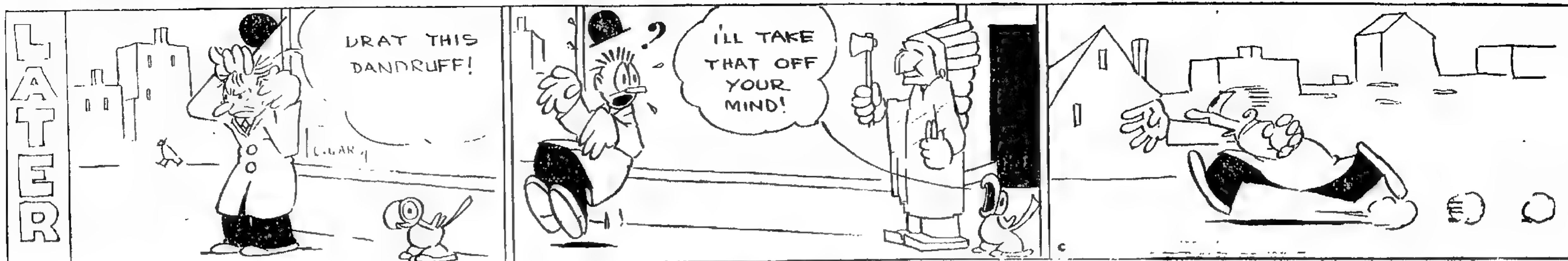
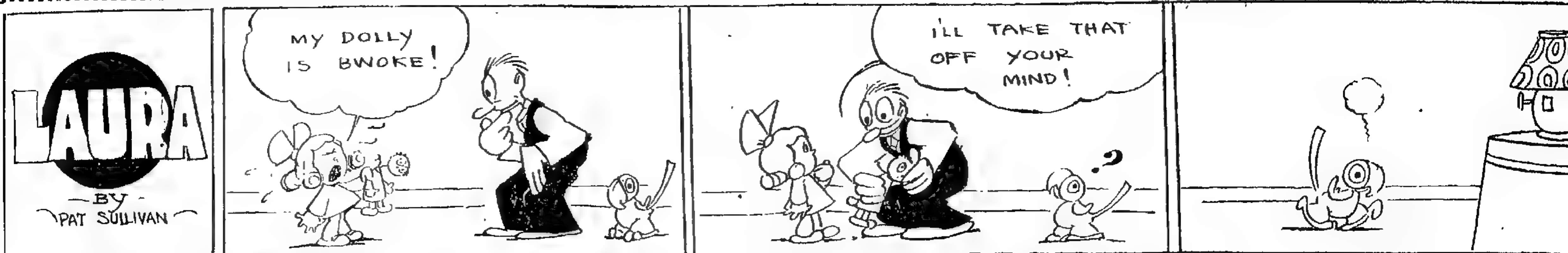
Every Day.

LEE GARDEN

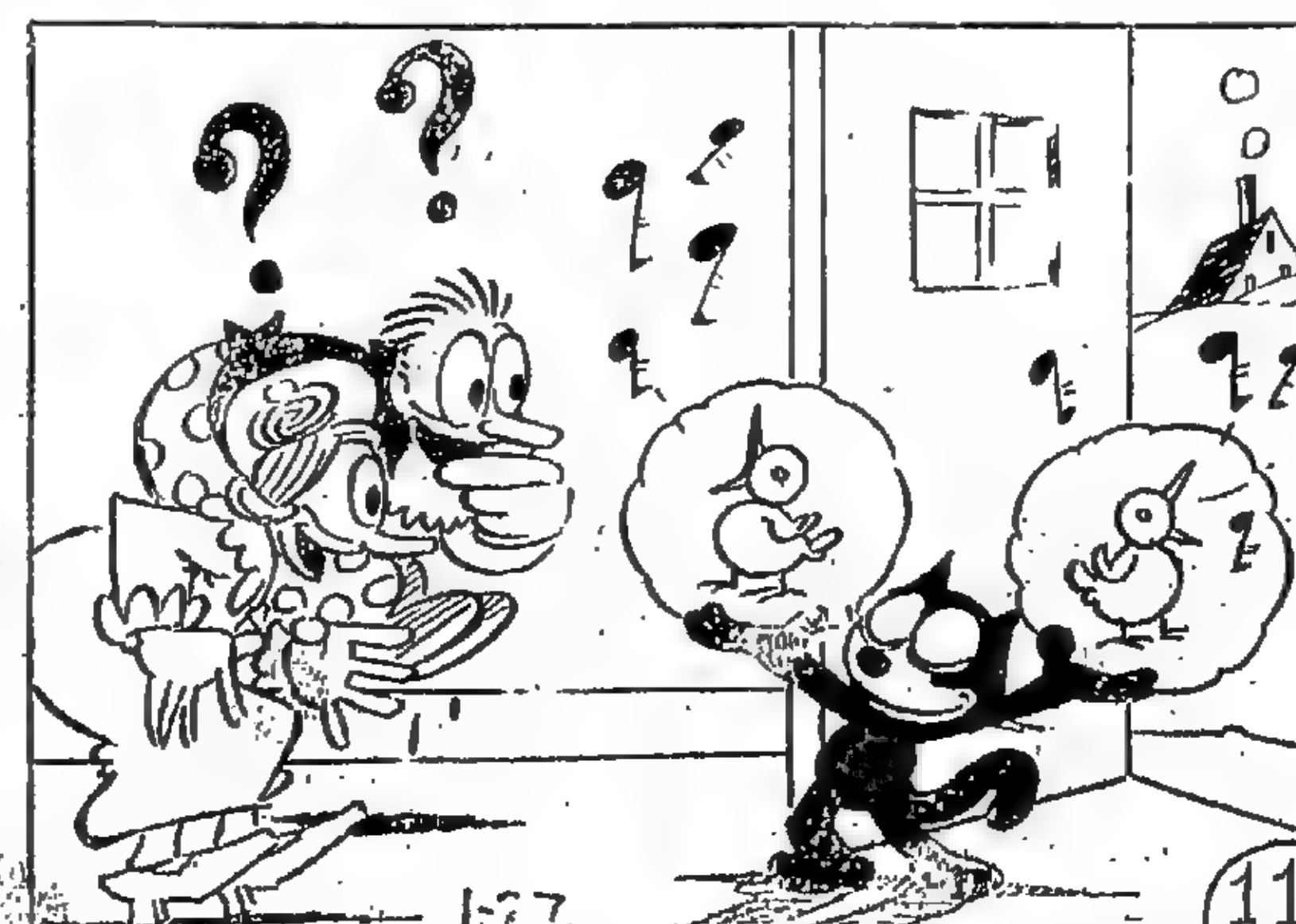
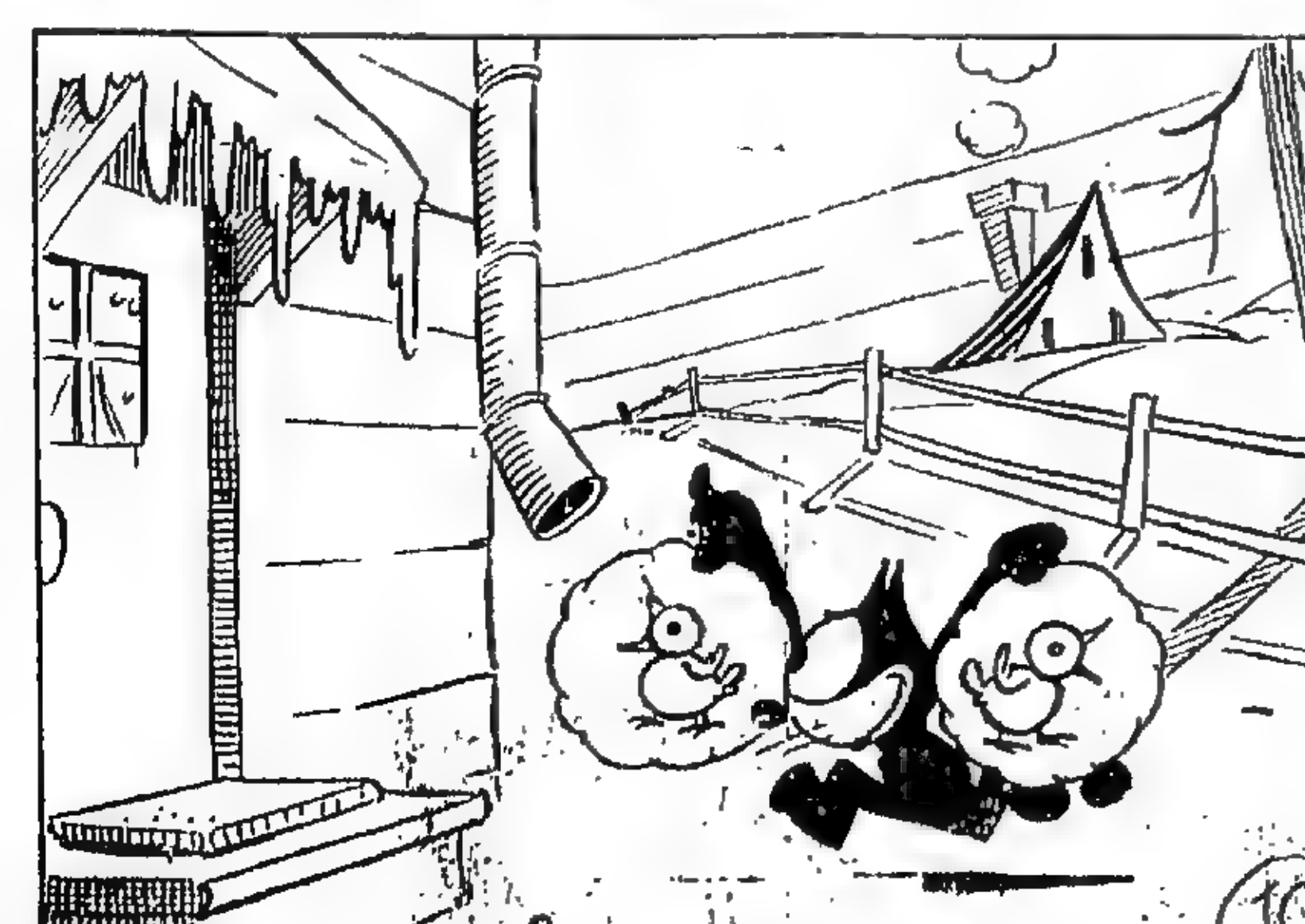
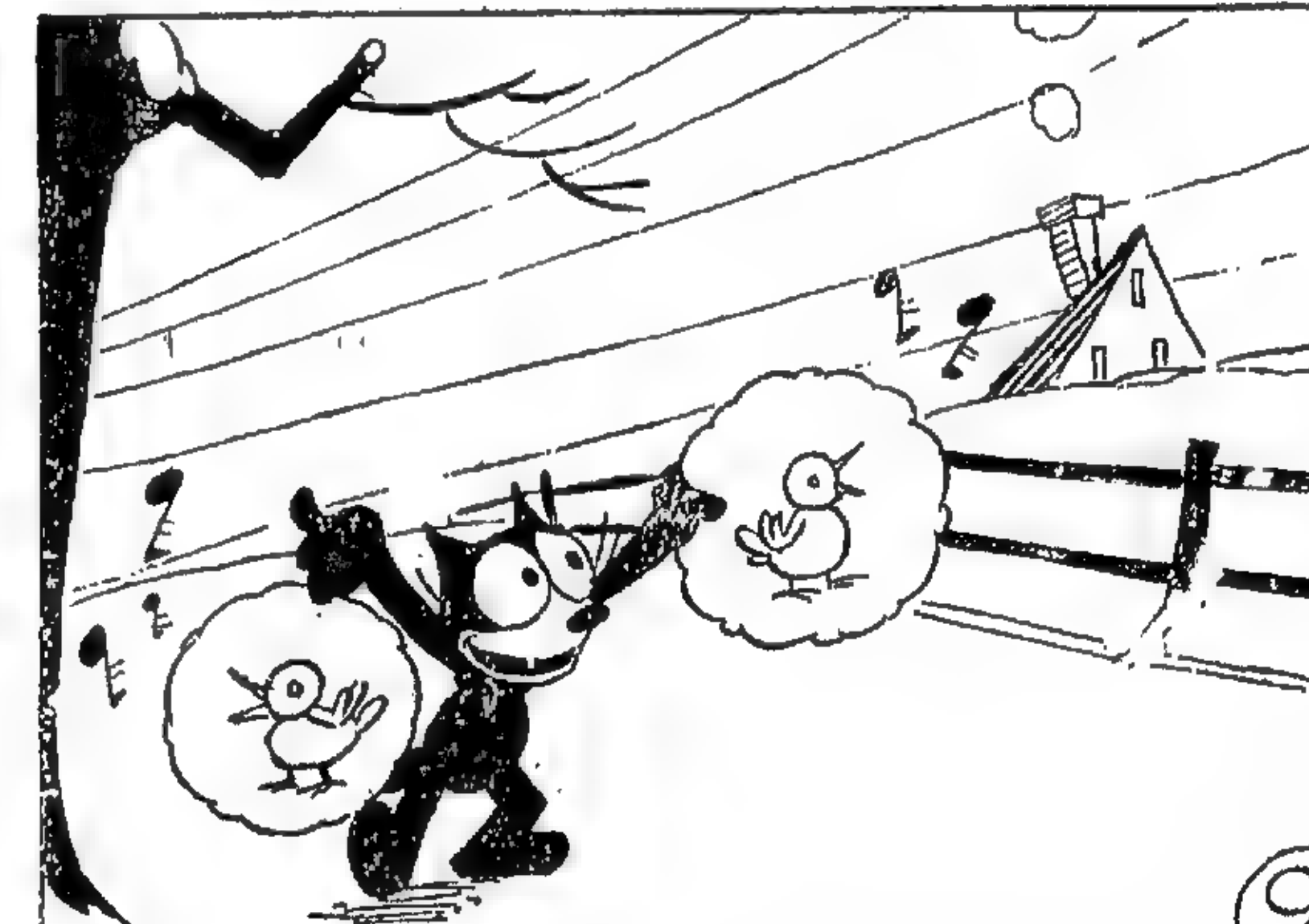
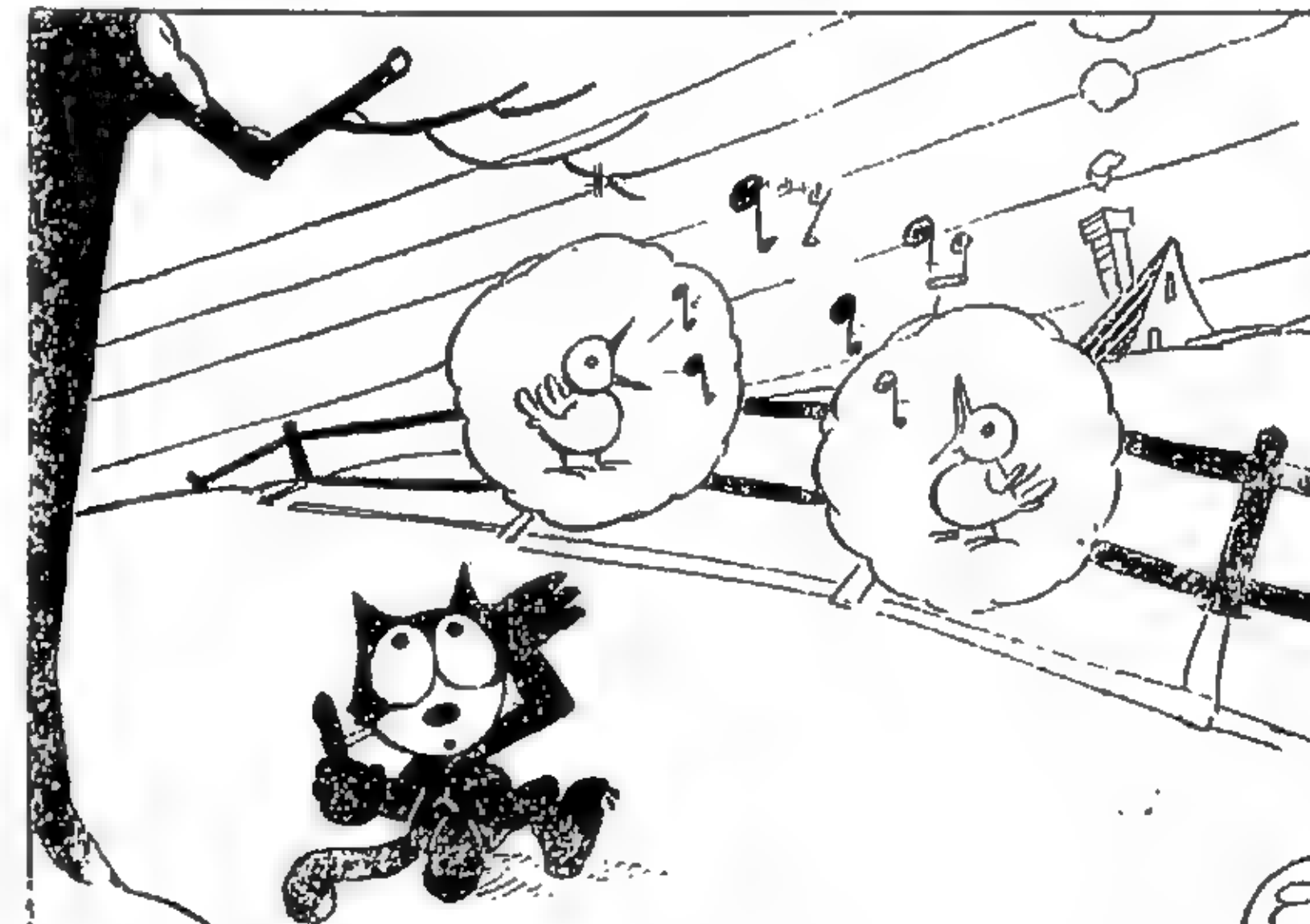
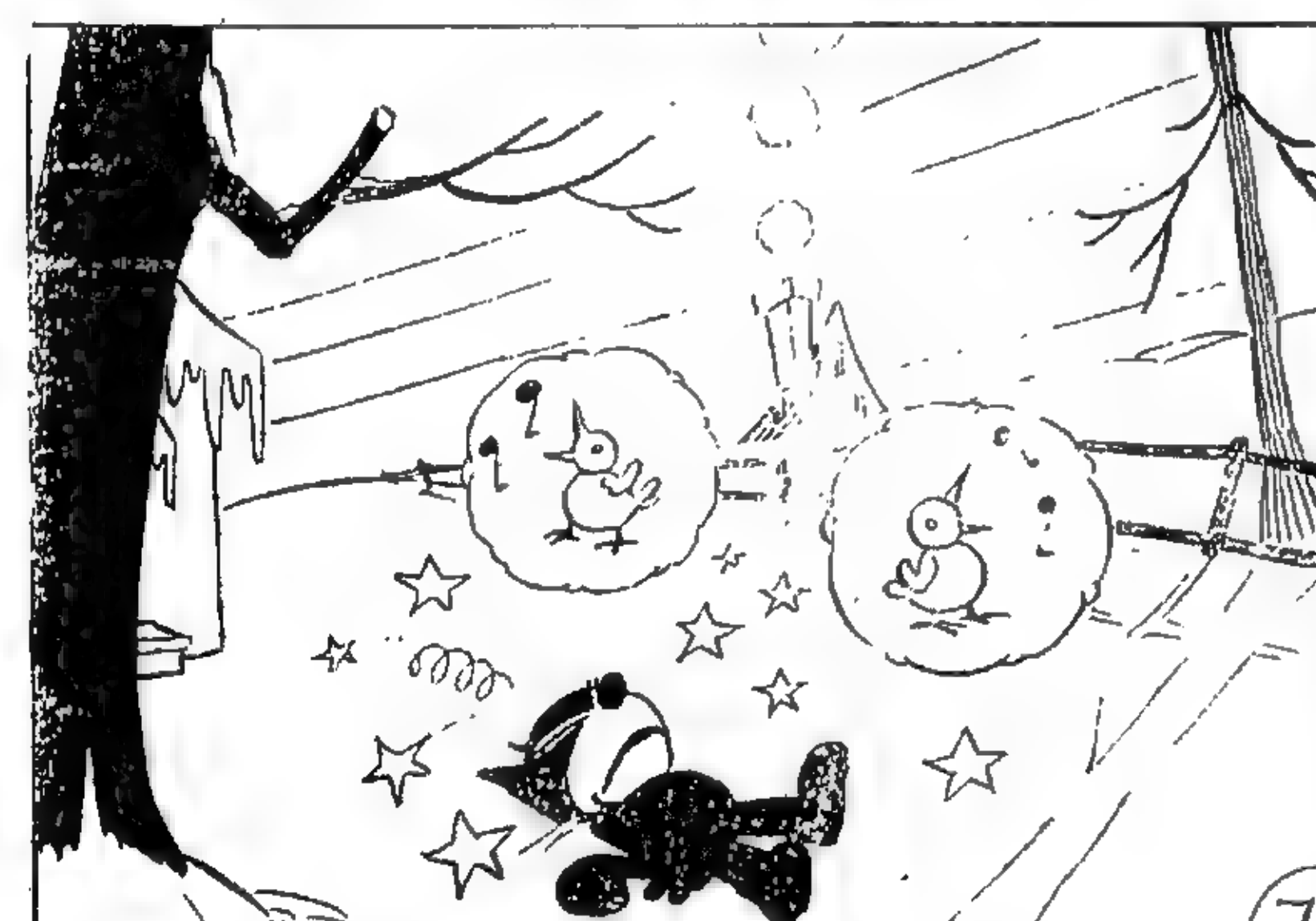
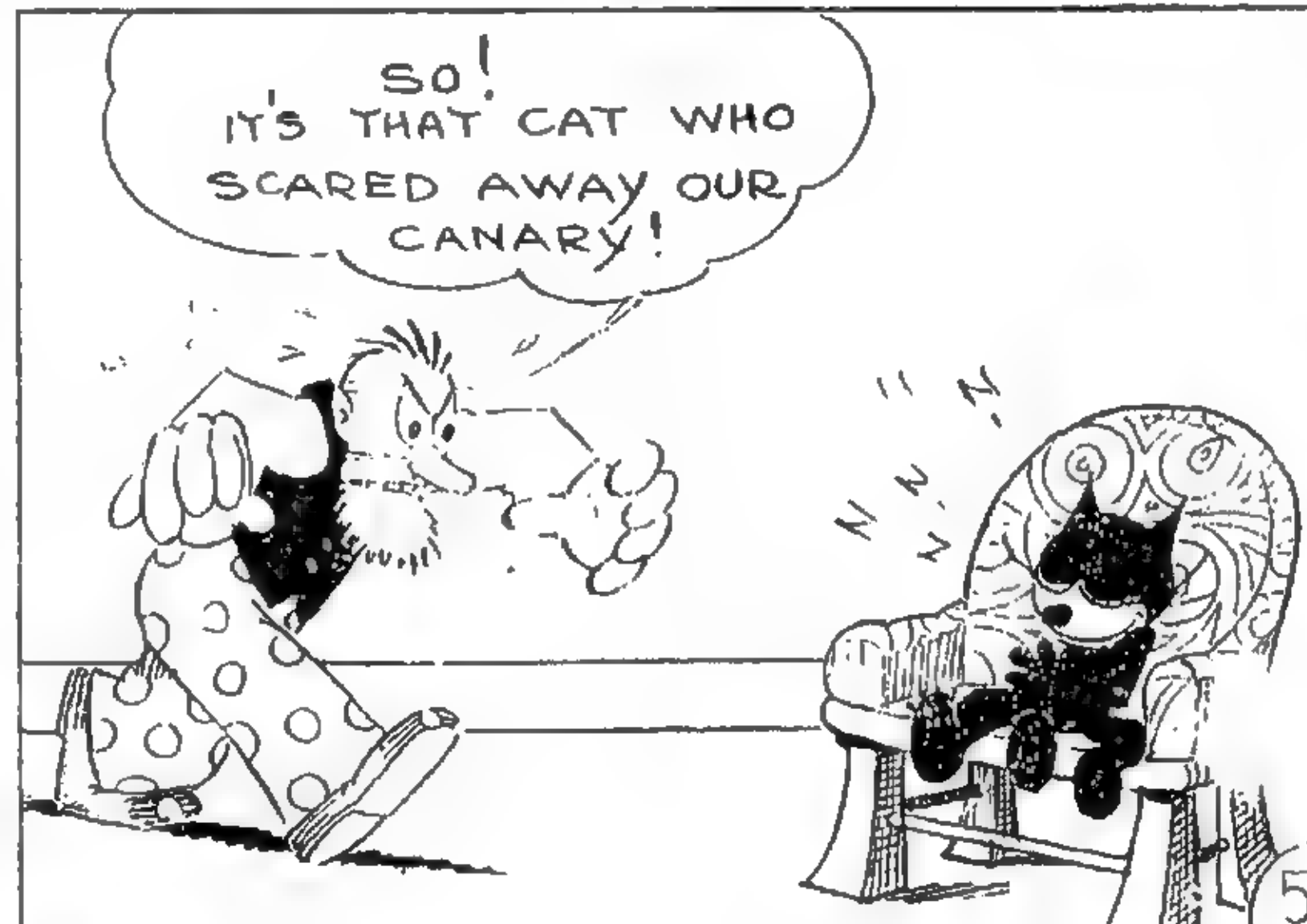
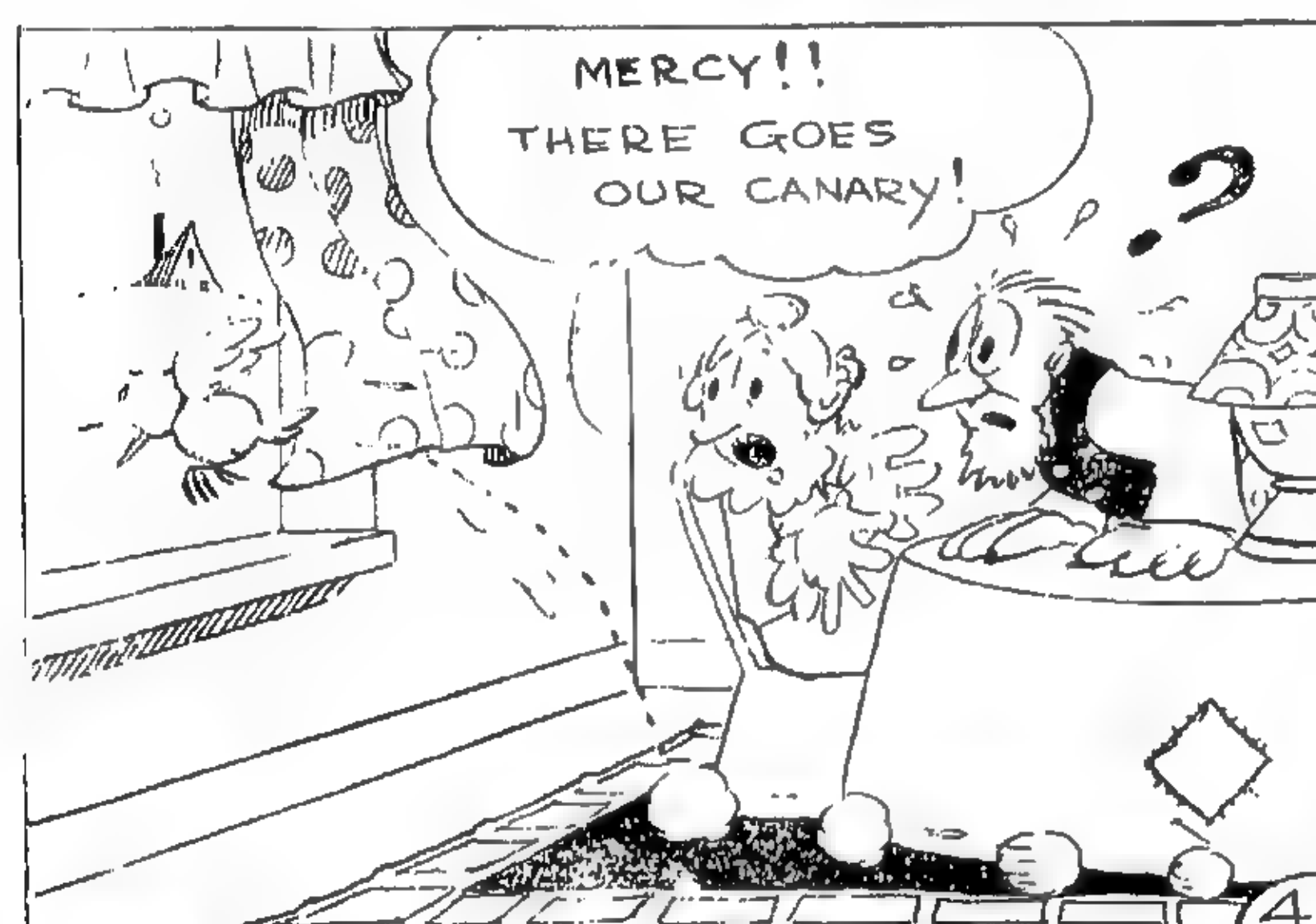
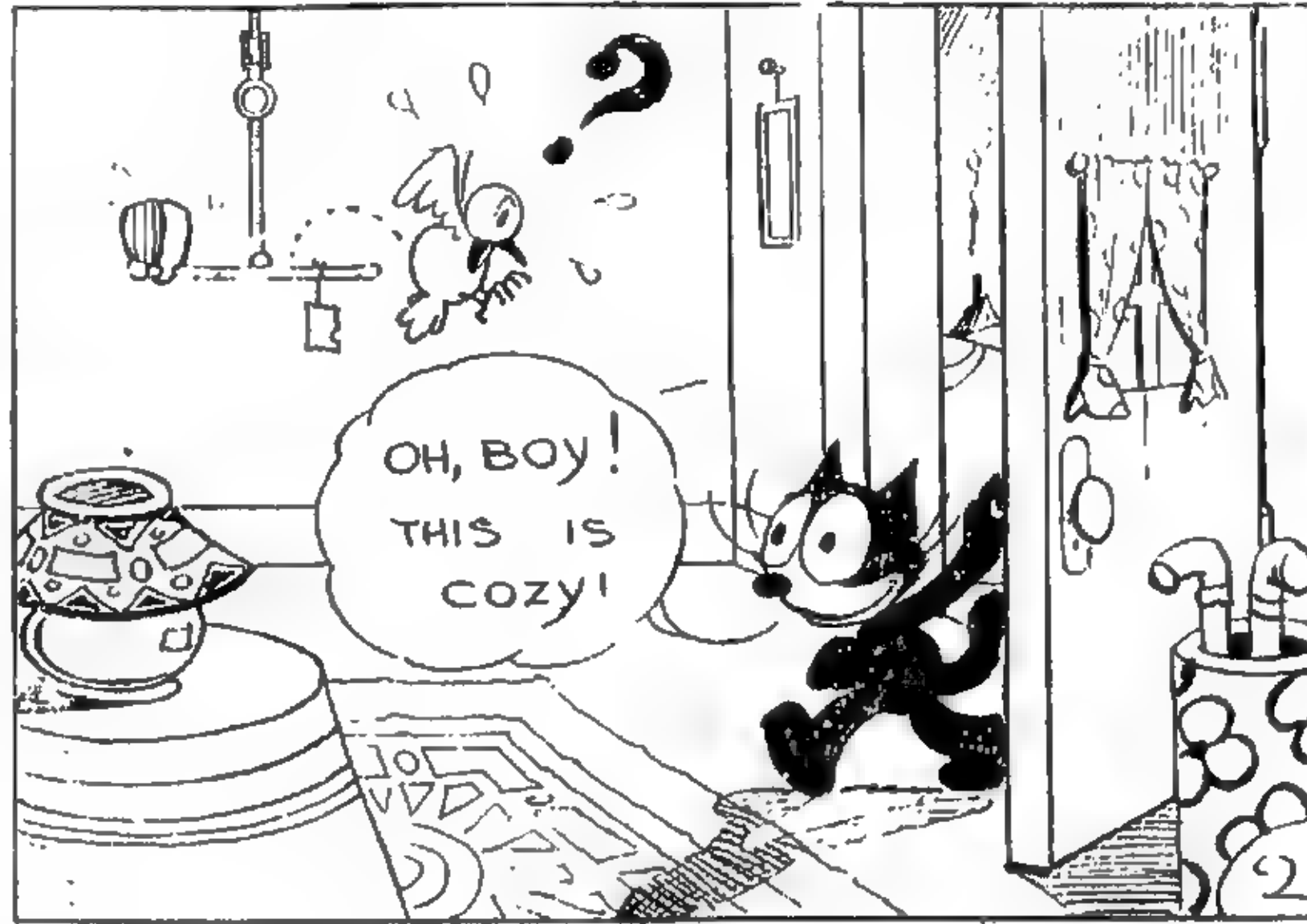
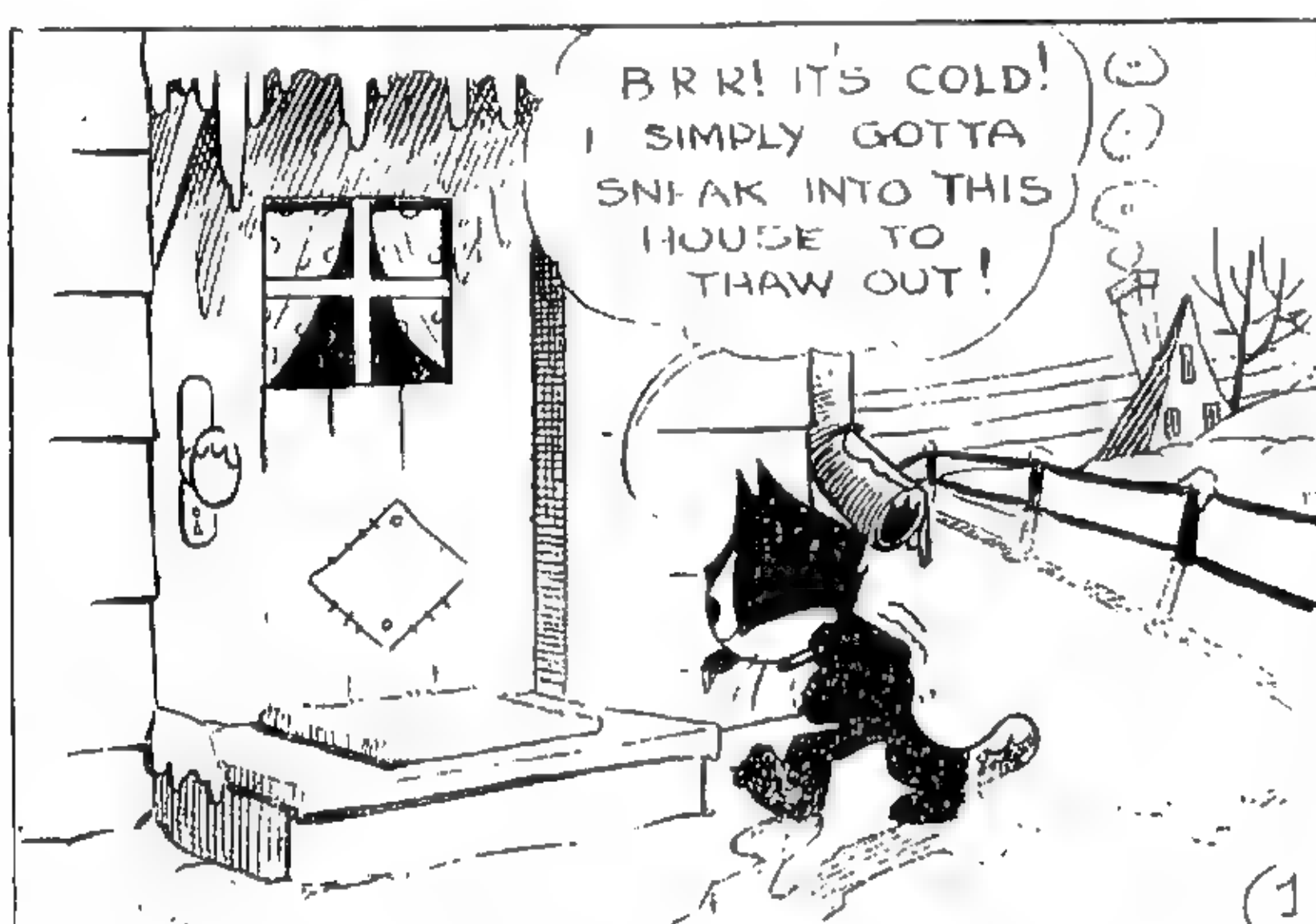
(at East Point, Causeway Bay. Trams stop at gate).

20 cents
per head
to see
everything

Every form of Chinese entertainment.
Collections of wonder.
Plain, Chinese meals for Europeans.
A chance to see things of wonder and
magnificent beauty. All for 20 cents.



Felix



La Mode Beauty Shop.

FOR LADIES and GENTLEMEN.

Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT.
1st Floor, 39a, Queen's Road Central.
Entrance Pandora.

The "Soeasy" POLISHING OUTFIT



THE "SOEASY" POLISHING OUTFIT.

A very compact and useful outfit.
A strong metal box containing a Brush, Velvet Pad
and tin of polish. Can be supplied in Black or Brown.

NOTE THE PRICE **85** Cts. Tin.

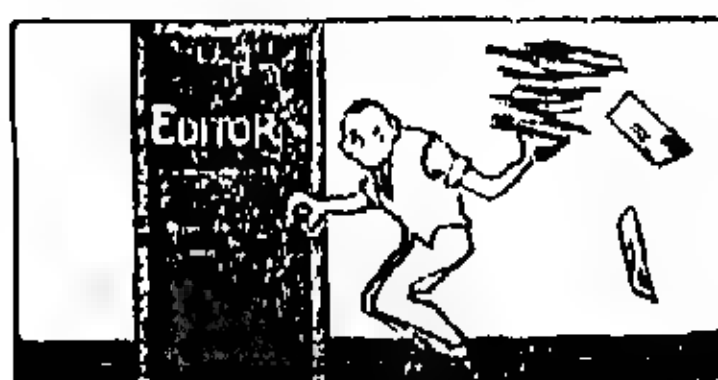
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

OPTICIAN.



PHOTO SUPPLIES

HALL, LAW & CO., LTD.
Tel. C. 3217. 30-32, Des Voeux Rd. C.
HONG KONG.



LETTERS TO THE EDITOR

"THINGS CANADIAN"

Sir,—In reply to your correspondent "Shue Teye" I regret if I have given the impression that Canada is an "easy" country. To street corner loungers and others of their ilk, Canada must indeed be a tough proposition. Honestly, though, I feel that the right type of men will find the friendly, optimistic and democratic atmosphere and the splendid, invigorating air and constant sunshine very much to their liking.

I know both sides of the life, friend, "Shue Teye." I know the hardships of life in the Far North in the husky dog country with the thermometer going down to forty below, and I know the long hours and heavy labour of the farm in the short season when the grain must be cut, stocked and threshed before the frost comes along and spoils the farmer's whole year's work. Yet, I know, too, the warm and kindly hearts that beat in those scattered homesteads where snobbery is an unknown quantity and "a man's a man for a' that." I know that there is greater opportunity to the square mile in the Land of Maple than in any other land on earth. All Europe knows it. All Europe is clamouring at our doors to get in. It is not for nothing that the Chinese call it "Gold Mountain." Germans, Russians, Finns, Scandinavians and other European nationals are not looking for an "easy" life in Canada. They are looking for a chance to do a fair day's labour for a fair day's pay in a land where freedom is more than a name.

My best advice to "Shue Teye" is to go over and "take a look see." Let him see our majestic mountains—six Swissland in one—our great boundless prairies, our forests, lakes and rivers, our splendid up to date cities where slums have no place. When over there, count the number of automobiles to the population, and the percentage of those owning homes of their own. That is some indication of the prosperity of the Canadian people. If "Shue Teye" has already been over there then I am truly flattered. I admit, but I am not the Prince, Mr. Stanley Baldwin, and thousands of other British boosters for Canada are flattered with me. There is no accounting for taste.

Personally I was not "sold" on that British Harvester Scheme. I did not think it necessary to bring men from the Old Country to handle the harvest which has formerly been handled by young men from the provinces of Ontario, Quebec and the Maritimes, who take the opportunity of taking their holiday in the West and combining business with pleasure by assisting the Western farmer. They are more accustomed to the work and they don't return to Toronto, Montreal or Saint John or wherever they come from with angry complaints. It is difficult to believe that any self respecting man could be induced to work for three shillings and sixpence a day, and even though the statement is made in John Bull, it is hard to swallow. Of course, if this means PLUS board and room and just for the winter months, that is a different proposition for on a grain farm there is no work to do in the winter except drawing wood and keeping the place warm. Of the 8,500 British harvesters who came to Canada in 1928, some 2,000 are still in the country and 1,500 have stated their intention to return in the spring. It was a useful lesson. It must be remembered that this was not primarily a colonisation scheme: it was an extension to Great Britain of the system by which Western Canada gets its farm help for the harvest season.

The plan was to give the unemployed in Great Britain a chance to earn some money and help harvest the crop in the West and to take them, back home if they could not get work in Canada for the winter. The return passage was promised when the men undertook to come. That being the case it would be wrong to write the scheme down a failure because only 2,000 remained in Canada. It would, in fact, have been disastrous if the whole number had stayed to face a winter in Western Canada without work. It would be utterly wrong to condemn those who returned, even those who availed themselves of the free return passage. That was part of their contract and they would have been mad to stay in Canada without work. They did their work and having seen that there was no more work for them went back home just as the young men from the Eastern provinces have been doing for years and years. I cannot see how 8,500 casual labourers could be absorbed easily. No doubt, many could have obtained work on a farm for the winter assuring

themselves board, room and a small wage (the wage must be small for as I explained above, there is practically nothing to do except 'keep the home fires burning') but many were married and wished to return to their families. There has been a good deal of what is called adverse publicity for Canada over this scheme, but the injurious effect of that is liable to be overestimated. The people whom it is liable to deter—those likely to be influenced by communistic speeches and writings—are the people Canada does not want. Set off against it is the account which those who have remained contentedly and hundreds who have returned home will give of their treatment in Canada. The adverse publicity was mainly inspired by malice, if not against Canada then against the British government. The malice found something to work on in the too favourable publicity given to Canada at the beginning of the experiment.

I think I am acquainted with the incident quoted by "Shue Teye" where six hundred men marched to the mayor of a certain city and demanded relief. If I remember rightly, there was some delay in the opening up of a development scheme and that was opened up shortly afterwards. Canada is not Utopia. Every country in the world has its quota of jobless, but the employment index in Canada is higher than it has been for years. Mischief makers tend to exaggerate these incidents.

The facts and figures I use in my articles are supplied to me by the Department of Internal Affairs at Ottawa and from other authentic sources. I have every reason to believe them true. I have no axe to grind, and my only payment is the pleasure that it gives me to place the great Dominion before the readers of the "Hong Kong Sunday Herald" in an impartial manner, and at times to be able to give some advice to those intending to settle in that country or to pass through on their way to Europe. My articles are not, and have never been, subsidized by either my Government, the newspapers, or the steamship agencies. Incidentally, I have nothing to sell. It has been a great pleasure to me to present "Things Canadian" to Hong Kong and I have the satisfaction of knowing that I have helped many local or former local residents along that direction.

Yours, etc.,

THE AUTHOR OF "THINGS CANADIAN."

Hong Kong, Feb. 28.

JURORS' LIST

For The Current Year

The Jurors' List for 1929 is published in the Government "Gazette."

The Special Jurors for the year are listed as follows:—

Mr. J. M. Alves, Mr. John Arnold.

Mr. B. D. F. Beith, Mr. W. H. Bell, Mr. L. C. F. Bellamy, Mr. J. W. C. Bonnar, Mr. T. H. G. Brayfield, Mr. C. Bernard Brown, Mr. N. S. Brown.

Mr. Allan Cameron, Mr. C. Champkin, Mr. Cheng Shou-yan, Mr. S. M. Churn, Mr. A. H. Compton.

Capt. A. W. Davison, Mr. R. M. Dyer.

Mr. A. H. Ferguson, Mr. John Fleming.

Mr. W. G. Goggin, Mr. K. E. Greig, Mr. C. F. G. Grimble.

Mr. F. C. Hall, Mr. H. R. B. Hancock, Mr. G. F. Haslam, Mr. Ho Kom-tong.

Mr. J. E. Joseph.

Mr. Kan Tong-po.

Mr. H. A. Lammert, Mr. Paul Lauder, Mr. Lay Kam-fat, Mr. B. L. Lewis, Mr. Colbourne Little, Mr. J. H. Little, Mr. William Logan.

Mr. C. G. S. Mackie, Mr. F. R. Marsh, Mr. Geoffrey Miskin.

Mr. P. W. Parker, Mr. W. L. Pattenden, Mr. T. E. Pearce, Mr. F. A. Perry, Mr. J. A. Plummer, Mr. Pui Tso-yi (T. Y. Pei).

Mr. J. M. da Rocha, Mr. R. Rogers, Mr. C. A. da Roza, Mr. D. O. Russell.

Mr. C. L. C. Sandes, Mr. J. H. Soth, Mr. J. Oram Sheppard, Mr. A. L. Shields, Mr. A. F. B. Silva-Netto, Mr. Robert Sutherland.

Mr. J. H. Taggart, Mr. David Templeton, Mr. Percy Tester.

Mr. Wong Kam-fuk, Mr. Wong Kwong-lin, Mr. B. Wong Tape.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4041.

LEAGUE CRICKET

(Continued from page 5.)

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Baker	15.3	5	39	5
Hiptoola	7	0	25	0
Sulteman	7	2	12	3
Chan Fook	7	1	22	2
Osman	3	0	12	0

University 2nd XI.

S. R. Kermani, b Phillips 36

H. T. Barma, st Walker, b

Gregory 25

A. Baker, c Phillips, b Gregory 0

A. B. Sulteman, c and b 0

Phillips 0

M. B. Osman, b Phillips 10

F. Hiptoola, run out 6

K. P. Gan, c Phillips, b 28

Timothy 1

A. Chan Fook, c Phillips, b 1

Bennett 1

G. E. Yeoh, c Moseley, b 0

Timothy 0

K. T. Loke, not out 8

A. A. Aziz, c Phillips, b 0

Bennett 15

Extras 129

BOWLING ANALYSIS.

O. M. R. W.

Gregory 12 2 48 2

Timothy 9 2 21 2

Bennett 11 1 32 2

Phillips 4 0 18 3

Friendly Matches

H.K.C.C. 1ST v. H.K.C.C. 2ND.

The first eleven of the Hong Kong C.C. defeated their second eleven by 143 runs on their own ground.

For the winners, Hayward played a fine innings for 79. Useful contributions of 34 by Owen Hughes and 25 by Moor brought the total to 260 for seven wickets declared. The bowling of the junior team was completely mastered.

Wales (5 for 31), Dobbie (2 for 21) and Bowker (3 for 2) ran through the losing side for 57 runs. Scores:—

H.K.C.C. 1st

A. W. Hayward, c and b 79

Vallack 25

O. Moor, c and b Vallack 13

Rev. E. K. Quick, b Summers 13

Capt. A. G. Dobbie, c and b 1

Summers 34

H. Owen Hughes, not out 11

F. J. R. Mitchell, b Vallack 34

J. L. Bonnar, b Reid 15

H. V. Parker, b Reid 0

S. J. Jordain, not out 2

Extras 20

Total (for 7 wks, dec.) 200

C. D. Wales and A. C. I. Bowker did not bat.

BOWLING ANALYSIS.

O. M. R. W.

Reid 10 3 37 2

Vallack 18 1 84 3

Duckitt 4 0 14 0

Summers 7 1 35 2

Tait 4 0 10 0

H.K.C.C. 2nd XI.

K. H. Butler, b Wales 17

L. W. Walkinshaw, b Hayward, 6

b Wales 6

E. R. Duckitt, c Mitchell, b 8

Dobbie 0

A. Reid, c Owen Hughes, b 0

Dobbie 0

G. E. R. Divett, b Wales 0

R. H. Dowler, c Owen Hughes, 2

b Wales 2

W. K. Tait, b Bowker 12

A. H. Gillingham, c and b 9

Bowker 9

J. A. Summers, c Owen 0

Hughes, b Wales 0

G. R. Vallack, not out 0

E. R. West, b Bowker 0

Extras 8

Total 57

BOWLING ANALYSIS.

O. M. R. W.

Dobbie 12 5 21 2

Wales 13 5 31 5

Bowker 2 1 2 3

I.R.C. 2ND v. R.E. & S.

On their own ground, the Indian R. C. 2nd XI defeated the Royal Engineers & Royal Corps of Signals by 30 runs.

Although they met with early disaster by losing six wickets for 64 runs, the Indians put up the respectable score of 176 for nine wickets, declared, thanks to a stand by S. A. Ismail (85) and A. S. Sufiad (22) for the seventh wicket which totalled 38 runs.

Penny, Warwick (20) and Macdonald (29 not out) made a valiant effort to turn the game round for their side which, however, was not successful. The former batted forcefully for 42. Madar, keeping a good length throughout his spell, accounted for three wickets for 26. Scores:—

Indian R.C. 2nd XI.

A. Butt, c Penny, b Harrison 8

S. A. Ismail, b Durand 85

F. M. el Arculli, c White, b 4

Harrison 1 0 11 0

A. R. Sufiad, b Harrison 0

M. R. Abbas, b Durand 0

U. T. Thad, b Durand 0

Sirdar Khan, b Durand 11

A. S. Sufiad, run out 22

M. P. Madar, run out 0

H. Nazarin, not out 18

D. Mahomed, not out 14

Extras 19

Total (for 9 wks, dec) 176

BOWLING ANALYSIS.

O. M. R. W.

Durand 16 2 55 4

Harrison 15 2 55 3

Devill 4 0 20 0

White 2 0 14 0

Butler 2 0 13 0

R.E. & S.

Leppard, b A. S. Sufiad 0

Penny, c Butt, b Madar 42

Mitchell, l.b.w., b Sirdar Khan 8

White, c Butt, b Sirdar Khan 0

Warwick, b Madar 20

Macdonald, not out 29

Burrage, c and b Abbas 0

Butler, c S. A. Ismail, b Madar 0

Devill, c & b Abbas 7

Harrison, run out 10

Durand, c A. S. Sufiad, b Thad 23

Extras 23

Total 146

BOWLING ANALYSIS.

O. M. R. W.

A. R. Sufiad 6 4 4 0

A. S. Sufiad 8 3 28 1

Sirdar Khan 5 0 27 2

Madar 6 1 26 3

Abbas 5 1 23 2

Thad 2 1 0 1

CIVIL SERVICE 2ND v. R.A.O.C.

At Happy Valley, the Royal Army Ordnance Corps lost to the Civil Service C. C. 2nd by 87 runs. A bright innings by Westlake for 75 (which included fifteen boundaries and a six) paved the way to the big score of 219 for six wickets, declared, put up by the home team. The bowling of the R.A.O.C. was severely punished, Kelly hitting up 47 not out, Harper 33, Eldridge 26 and Chittenden 23 not out.

After losing three wickets for 17 runs, the visitors replied with a total of 132. Edmonds accounted for four wickets for 34, whilst Freeman got two for seven runs. Scores:—

Civil Service 2nd XI.

W. H. Edmonds, b Morgan 6

W. J. Eldridge, b Wisher 26

H. A. Westlake, c Anderson, b 75

Rowe 2

T. W. Carr, b Wisher 2

V. H. Freeman, c Gordon, b 1

Rowe 33

H. Harper, c Corbett 47

D. R. Kelly, not out 23

V. Chittenden, not out 6

Extras 219

Total (for 6 wks, dec.) 219

F. H. Holdman, R. Jones and P. O'Neil did not bat.

BOWLING ANALYSIS.

O. M. R. W.

Corbett 14 3 46 1

Morgan 6 2 30 1

Anderson 5 0 27 0

Wisher 8 1 68 2

Rowe 5 1 42 2

R.A.O.C.

L. Cpl. Burger, c Harper, b 0

Edmonds 2

Pte. Garner, b Eldridge 27

Pte. Bryant, c Jones, b Edmonds 0

Q. M. S. Wisher, c Kelly, b 0

Edmonds 19

L. Cpl. Morgan, c Jones, b 20

Westlake 19

Pte. Brooks, c Kelly, b 5

Edmonds 20

L. Cpl. Gordon, c & b Freeman 9

Pte. Corbett, c Carr, b Freeman 9

Q. M. S. Moeck, c & b Eldridge 29

Sgt. Anderson, b Westlake 0

Cpl. Rowe, not out 13

Extras 8

Total 132

BOWLING ANALYSIS.

O. M. R. W.

Edmonds 10 2 34 4

Eldridge 7 4 1 36 2

Westlake 8 0 27 2

LOVE AND ADVENTURE on a romantic Southern Coast!

FIERY!
THRILLING!
ALLURING!



Norma TALMADGE in "The Dove"

NOAH BEERY—GILBERT ROLAND

A ROLAND WEST PRODUCTION.

AT THE
WORLD FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 and 9.20)
To-day to Tuesday "Faust," a magnificent screen version of Goethe's immortal drama. With Emil Jannings and Camilla Horn.
Wednesday to Saturday. John Barrymore in "Tempest." A thrilling story of love and intrigue. With a large supporting cast headed by Louis Wolheim, Boris de Foa, George Fawcett and Michael Visaroff.

WORLD THEATRE

(At 2.30, 5.15, 7.15 and 9.20)
To-day Only.—Norma Talmadge in "The Dove." The love story of a beautiful cabaret girl.
To-morrow and Tuesday.—Final screenings of Harold Lloyd's famous comedy "The Kid Brother."
Wednesday and Thursday.—"Spring Fever," a spy story of golf and girls. With William Haines, Joan Crawford and George K. Arthur.
Friday and Saturday.—"The 11th Hour," production "Sunrise," featuring Janet Gaynor and George O'Brien.

STAR THEATRE

(At 5.30 and 9.20 p.m.)
Matinees at 2.30 p.m. every Wednesday, Saturday and Sunday.
To-day only. (2.30 and 5.30).—Babe Daniels' excellent comedy, "Stranded in Paris." At 9.20, "The Samoan Dancers" will appear in conjunction with a short picture programme.
To-morrow and Tuesday (At 5.30 only).—A thrilling mystery story, "The Wizard," with Edmund Lowe. At 9.20 "The Samoan Dancers."
Wednesday and Thursday (all shows).—"Knockout Reilly." A fast moving comedy starring the popular athlete hero Richard Dix.
Friday and Saturday (all shows).—John Gilbert's spectacular picture "The Merry Widow." With Roy D'Arcy, Mae Murray and a huge supporting cast.

"THE MERRY WIDOW"

Return of Famous Film

Although the story of "The Merry Widow" is a modern version of the famous stage play, the material necessary to transpose it visually is also based upon truth. The situations leading up to the familiar incidents of the romantic stage play are slight paraphrases of actual happenings that von Stroheim witnessed when he was an army officer attached to a Continental Court, and the characters are out of real life. Von Stroheim states that, in fact, he is familiar with the actual occurrence upon which Victor Leon and Leo Stein and Franz Lehar founded the book of the opera for the play. "The Merry Widow," who was in real life a beautiful girl, Mae Murray as "The Merry Widow," and John Gilbert as Prince Danilo are co-starred in the picture. A brilliant cast appears in their support, including George Fawcett, Roy D'Arcy, Tully Marshall, Josephine Crowell, Edward Connolly, George Nichols, Hughie Mack, Dale Fuller, Len Pott and Estelle Clark.

The Cinema Page

BEBE DANIELS

Popular Star in Breezy Comedy

She watched an aeroplane dropping samples, got one, found a free ticket to Paris enclosed, and set out for the gay capital. That's the beginning of Bebe Daniels' thrilling Paramount farce, "Stranded in Paris," which will be shown for the last time to-day at the Star Theatre. But everything goes wrong in Paris. Her purse is stolen and she fails to meet her wealthy admirer. So she starts working for a fashionable modiste. Delivering some gowns at a distant town, her identity is mistaken, and she is shown to the rooms of the Countess Pasadai! What happens when the real count arrives and finds a beautiful girl posing as his wife begins a series of the most comical and exciting incidents any movie "fan" could desire. "Stranded in Paris" is undoubtedly the best comedy Bebe Daniels has yet made. And, as she is one of the screen's cleverest comedienne, nothing more need be said. James Hall, Ford Sterling and Mrs. Stuart head the big supporting cast.

"SUNRISE"

The Pinnacle of Screen Art

The picture which was unanimously acclaimed by the London Press as an outstanding achievement of the screen and marking a new era in motion picture production, is "Sunrise," which comes to the World Theatre on Friday and Saturday.
Enchanting little Janet Gaynor, whose remarkable performance in "7th Heaven" will long be remembered, is cast as the leading player, and excels even her wonderful acting in that picture. That "Sunrise" is a most unusual production will be the verdict of all who see it. It is a picture in which spectacle is devised merely to heighten the simplicity of the story; as a technical achievement it is a wonderful insight into the resources of the modern studio; and as a specimen of photographic art, it is a revelation.

"FAUST"

Unusual Film Starring Emil Jannings

TO-DAY AT QUEEN'S

Perhaps the most unusual picture ever screened in Hong Kong will be seen at the Queen's Theatre from to-day to Tuesday. It is another remarkable German production, "Faust," starring Emil Jannings and Camilla Horn. The appearance of three Apocalyptic horsemen, War, Plague and Famine, marks the commencement of this film. Mephisto is at war with Cherubim over the mastery of the Earth. Soon, the Ruler of Darkness comes

SAMOAN DANCERS

Opening At Star Theatre To-night

A unique and interesting entertainment is to be provided at the Star Theatre from to-day to Tuesday at 9.20 p.m. in the form of "The Samoan Dancers," who, in their native costumes, will present a programme of music and dances typical of their own country, including the famous "Siva Siva" and the Knife War dances. This is the first time that a troupe of Samoans has ever visited Hong Kong, and in view of the interest that has already been aroused, crowded houses should be the rule during the season. A short picture programme will precede the performance. The prices of Admission are \$2 and \$1. Seats may be booked at Moutrie's or the Star Theatre.

to an understanding with the Spirit of Light. Mephisto desires to conquer the soul of Faust, to turn away from God. If he succeeds in his end, he will dominate the Earth. To this Cherubim agrees. The picture goes on to relate the adventures of Faust and of how, at the end of a series of alarming happenings, Good finally triumphs over Evil. Emil Jannings, who has

"THE DOVE"

Star of "The Woman Disputed" At World

Beautiful Norma Talmadge, who was seen last week at the Queen's in "The Woman Disputed," is the featured player in "The Dove," which is being screened for the last time to-day at the World Theatre.
Based on Willard Mack's stage play, which ran for a year on Broadway, "The Dove," is a melodramatic, romantic tale of Costa Rica. "The Red Coast" It tells the colourful, quick-action story of a virtuous young girl, a courageous young beauty employed in a gambling house, and "the best damn caballero in all Costa Rica." Don Jose Maria Sandoval. Against a background of guitars, stiletos, roulette wheels, fine ladies and grand gentlemen, the characterisation of Miss Talmadge as Dolores, "The Dove," a beautiful dancer, comes to glowing life. Directed by Roland West, who has previously made Norma Talmadge pictures, and supported by Noah Beery and Gilbert Roland, who have been accorded considerable parts in the picture, Miss Talmadge has a role of fire, tempestuous, loving, defying and yielding in its several shades. "The Dove" is a big picture in every sense of the word, no expense having been spared on its lavish settings, while the acting, direction and photography leave nothing to be desired.

Among the theatre attractions coming soon to Hong Kong are, Miss Irene West and her Hawaiian troupe of artists; return season of the Banvard Musical Comedy Co.; and The English Comedy Company.

already been seen in Hongkong in many note-worthy pictures, has the difficult role of Faust and, according to advance reports gives an entirely satisfactory performance. F. W. Murnau, the man responsible for the remarkable effects in "Sunrise," also directed this picture which points a moral in the form of intensely thrilling entertainment.

BEBE DANIELS IN "STRANDED IN PARIS"



AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30 & 5.30.
9.20.—The Samoan Dancers.—9.20.

"SILK LEGS"

Humorous Story of a Business Girl

MADGE BELLAMY

"Silk Legs," a Fox Films production which is coming soon to the Queen's Theatre, is a whirlwind story of the perils an unprotected girl might undergo if she tried to compete with seasoned veterans of the road as a travelling saleswoman. Undaunted by the failure of a week's work, Miss Bellamy, as Ruth Stevens, hosiery saleswoman for the Blue Ribbon Company, prepares for a little relaxation at Atlantic City. Ruth is kept busy repulsing the objectionable advances of a number of beach bachelors. One, more persistent than the rest, follows her to the hotel. Amused by his audacity, Ruth leads him a merry chase and is dumbfounded to discover that he is the salesman for a rival company who beat her to the biggest deal of her career. Ruth pretends that she is a little "Dumb Dora," and Phil, the man, unwittingly lets out a few trade secrets that enable Ruth to gain the upper hand. From this point until the end, events move with such speed that the final climax comes as a distinct surprise.
James Hall has the role of Phil Parker, the audacious Gold Medal salesman, who is bent on capturing the heart of Ruth. Beautiful Atlantic City forms the background for many of the striking scenes. Arthur Rosson directed the production.

"THE WIZARD"

Intensely Thrilling Mystery Story

Thrilling drama, intense love interest and a cleverly developed comedy vein predominate in "The Wizard," a new production featuring Edmund Lowe which may be seen to-morrow or Tuesday at the Star Theatre. This mystery drama based upon the French play "Balzac" by Gaston Leroux, was directed by Richard Rosson with an excellent supporting cast. Leila Hyams has the leading feminine role.

Rosson, making the best possible use of every fascinating situation, has developed a picture far out of the ordinary. The action centres about murder and mysterious warnings in the home of Judge Webster. He is a retired jurist, surrounded by his friends, but constantly harassed by unknown enemies who threaten his life and the abduction of his only daughter. Many exciting events occur before the final face-out.

"THE CROWD"

Eleanor Boardman, who appeared opposite John Gilbert in "Bardelys the Magnificent," has the featured feminine role in "The Crowd," King Vidor's latest Metro-Goldwyn-Mayer production soon to be seen at the Queen's Theatre. The story is an original by the director and depicts the lives of millions of young couples who help to make up the great middle class of to-day. James Murray, former extra man who sprang into the limelight a few months ago with the announcement that Vidor would entrust him with the male lead of a great production, has the featured male role. The two are supported by a large cast of well-known picture players.

"KNOCKOUT REILLY"

Splendid Richard Dix Film Coming

Starring in a fast moving film of a young steel worker whose ability with his fists wins him fame, and also the girl of his dreams, Richard Dix arrives at the Star Theatre on Wednesday next.
"Knockout Reilly" concerns a handsome young man who, although professing utter disregard for all girls, is immensely flattered when he receives a message purporting to be from Mary Malone, a pretty entertainer in a cabaret. The message invites him backstage to meet her, and not knowing that this is a little joke of his friends, he leaves his table and goes to her dressing room where he finds Killer Agoria, a champion pugilist making advances to Mary. Without knowing who he is, he knocks him out. Events move rapidly to a smashing denouement, in which Dix proves again that he is an athlete as well as an actor of versatility.

LAUGH, CLOWN LAUGH

Directed By Herbert Brenon

Intimate glimpses of life behind the scenes in a theatre are blended into vivid and gripping drama in Len Chaney's latest screen sensation, "Laugh, Clown, Laugh," which will shortly be seen in Hong Kong.
The picture is one of the most pretentious Chaney productions. Chaney, as the clown, making his great sacrifice for the happiness of the woman he loves, has a role which is remarkable in its intensity. In the theatre scenes he is a comedian, in grotesque antics, acrobatic tricks, and lifting laughs—then, in the dramatic scenes behind the curtain he plumbs the very depths of misery.
Elaborate reproductions of European theatres, in which entire vaudeville shows ranging from tight-rope acts to trained elephants are seen, are spectacular details. Herbert Brenon, who directed the new picture, is famous for such productions as, "Beau Geste," "Surrender and Son," "Peter Pan," and many others.

A NEW SCREEN TRIUMPH!



John Barrymore
in **TEMPEST**
with CAMILLA HORN and LOUIS WOLHEIM

The latest United Artists' super-special which will be screened from Wednesday to Saturday at the Queen's Theatre.

ANOTHER REMARKABLE GERMAN FILM!



GOETHE'S
IMMORTAL
DRAMA

with
EMIL JANNINGS

AND
CAMILLA HORN

A vivid and thrilling screen version of Goethe's immortal drama of the triumph of Good over Evil. Presenting the famous star of "The Way of all Flesh" in another striking role!

AT THE
QUEEN'S TO-DAY TO TUESDAY
At 2.30, 5.10, 7.15 & 9.20.

"Street Angel," the companion picture to "7th Heaven," will have a further screening shortly at the Queen's. A further announcement will be made on next Sunday's Cinema Page.

"Tempest" is the finest, most genuine motion picture John Barrymore has ever made. "New York World."

Mary Pickford's first leading man, Edward Earle, has an important part to play in "Spring Fever."



'RELIGIOUS REVIVAL CERTAIN'

Bishop of Birmingham's Optimism

The Bishop of Birmingham (Dr. Barnes), instituting a new vicar at Small Heath, said that slowly, but, he thought, surely a new and higher standard of loyalty and order was developing among Birmingham church people. It was better understood that the introduction of erroneous and strange doctrines, whether copied from the Roman church or elsewhere, could only lead to disunity and then to disorder and discredit.

We were recovering sanity, good sense, and self respect and though the new vicar was not yet established, we could foresee happier times. A religious revival was ultimately certain.



A recent photo of Commissioner E. J. Higgins, of the Salvation Army, who has been elected to succeed General Bramwell Booth.

"ROOT AND FRUIT"

Needed in the Church of Christ

"Take root downward and bear fruit upward" (Isaiah 37, 3).

The statement here made by the Prophet is a most important one—to the effect that the life of the believer is a life of fruitfulness. If the life is rooted in Christ Jesus and grounded in Christ's love, it should become deeper and deeper as time passes. The Christian life ought to have its deep convictions—convictions that grow deeper every day the life is lived. It is deep convictions and deeply-rooted Christianity we need to-day in religious matters. It was said of the Patriarch Job, that he had root of the matter in him, and so when the whirlwind of trouble broke on his head, like the giant oak in the storm, he was unmoved and immovable. Such men and women we always need in the Church of Christ, those whose roots are every day getting deeper.

The other statement of our text is "that the root yieldeth fruit." On the one side your life will absorb all the nourishment of which we are capable, and on the other side we put it out in rich blessing on the world. We have no right to receive anything from the hands of God, if we do not hand on the blessing to others, and the more we communicate it to others, the richer it becomes for ourselves. Fruitfulness must be the outcome of root religion, for the root of the righteous yieldeth fruit. That is what religion ought to do for every life. It ought to fill our life with fruitfulness. Our lives will never be really fruitful until the very roots of our being draw their strength and inspiration from Him who is the fountain-head of all that is pure and good.

Let God have full scope to work His gracious ministry in our lives, then fruitfulness will be ours, and the deeper our roots, the more abundantly will our lives bring forth exciting precious fruit.

VICAR'S ADVICE

Read The Bible In Your Bath!

"The proper place in which to read the Bible is not your study, but your bath."

In the startling words the Rev. A. Wellesley Orr, vicar of St. Paul's, Kingston Hill opened an address at a conference on "Bible Criticism" at the Polytechnic Hall, Kingston.

"The best picture of last year," continued Mr. Orr, "was one of 'A Reading Girl'—a naked maiden reading a book. If it was the Old Testament the picture was a symbol, for the best way to read the Old Testament is in a metaphorically primitive state of nudity, when you have divested yourselves of the clothes of civilised knowledge and modern progress."

As illustrations of the poetry and drama employed by the Bible historians in their teaching, the vicar instanced the story of Cain and Abel, which he defined as the conflict between the nomadic and settled tribes. The story of Jonah and the whale was translated in the light of the times when the ancients described the ocean as a sea-monster, a dragon, or a whale surrounding the land.

A CHANGE OF HEART

Salvation implies conversion, which means a change of heart. When men first discover their real condition before God, they find out that they want help in two directions—

(a) They have broken the law of God, and need forgiveness. (b) Their evil habits have obtained such a mastery over them that they cannot help but sin; they are really slaves, and want deliverance from their bondage.

To meet the first need, there is the blessing of pardon; and for the second—that is, deliverance from the bondage of sin—there is the destruction of the power of evil by the Holy Ghost.

God implants in the soul of those whom He forgives a new heart, which loves Him, hates sin, and delights in holiness, so that it becomes afterwards as easy and natural to do right as before it was easy and natural to do evil.

This we speak of as conversion, which means a change from wickedness to holiness, from selfishness to love, from being under the power of Satan to being under the power of God.

"A LITTLE CAKE"

O burdened one, in Zarephath
Bereft of hope,—
Look up!

Stop not to gather faminesticks;
But rather rise and bring
A cup of water to the one,
Who begs of thee a drink.
And should he straightway call
for bread,
Refuse him not
He is God-sent to thee.

If need be
Scrape the barrel; drain the
cruze,
Fear not;
But self-forgetful make for him
"A little cake."
Then shall the meal, the oil
Waste not nor fail.
Then shall thine own grave need
Be met:
For love expressed returns to
bless
Full thousandfold
The giver.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m.
Subject: "Chr at Jesus."

The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.



A new photo of His Holiness Pope Pius XI, taken just before the settlement of the 59 years' old controversy between the Italian Government and the Holy See.



Action!

PRESS the release on Ciné-Kodak, and keep the play . . . in motion . . . for all time; snap the switch on your Kodascope projector, and live the game again in the privacy and comfort of your own living room.

The Ciné-Kodak makes movies just as easily as a Brownie makes snap shots. It requires no tripod and is driven by a spring motor . . . easy and economical to operate. Anybody can make movies with the Ciné-Kodak. Let your dealer demonstrate one for you.

For full particulars write to

EASTMAN KODAK CO.

24, Yuen Ming Yuen Road,
SHANGHAI.

NEW SHIPMENT

of

SILK GOODS

including

DRESS MATERIAL

for day and evening Dresses.

Many Beautiful Shades

to choose from

LIBERTY SILK STORE

(M. LOKOOMALL)

China Building

Queen's Road C.

ILLUSTRATED!

ILLUSTRATED!!

ILLUSTRATED!!!

A WEEK'S PAPERS IN ONE.

OVERLAND

CHINA

MAIL.

PICTURES of all local events
are shown in the
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS
and all the NEWS.

*The Weekly paper that saves you
the trouble of writing Home.*

The "Sport of Kings"—The Colony has had a surfeit of racing during the annual meeting of the Jockey Club, the great attractions naturally being the Derby and the Champions. The races are fully reported in the "Overland China Mail," besides the lists of cash sweep draws and the identity of some of the winners of big prizes.

The rest of the local news and the latest developments in China affairs in the North are also given in full in the "Overland China Mail"—the only illustrated weekly in the Colony.

READY NOW.

SINGLE COPY 25 Cents.

[Sold on the streets and at the bookstalls or you can send your subscription to the office—11, R. 618 per annum, or \$15 including postage abroad, half-yearly, quarterly, or special periods per rate.]

No. 2A, WYNDHAM STREET, PHONE C.22.

"THE OVERLAND CHINA MAIL."



DOCTOR'S REMARKABLE CLAIM

The death-rate from tuberculosis was steadily declining and had dropped 10 to 50 per cent. in the last 40 years. This claim was made by Dr. P. Leonard Keith, medical officer for Bethnal Green, London, lecturing on "Tuberculosis as a Family and Economic Problem" at the winter school for health visitors and school nurses in London on January 8.

"There is almost universal infection of the race by tuberculosis bacilli," he said, "but there are few people now susceptible to the disease in a pronounced form. If we find a case in an early stage, the disease is quite curable."

He attributed the decline in mortality very largely to the improved standards of modern living. Where wages were lowest the death-rate was highest.

Five barriers which had still to be broken down before tuberculosis was eradicated were:—Defective nutrition, poverty, bad housing conditions, unpasteurised milk, and the industrial barrier, creating the difficulty of reabsorbing into industry persons capable of only part-time employment, and then but intermittently. There was a good deal of unnecessary nervousness on the part of many people over tuber-

culosis, he said. The majority of people who had the disease were not infectious. He suggested that periodical medical examinations would do much to lessen the risks, and in the end would be more economical.

The Right Job

Business men are trying to prevent boys taking up work for which they have no aptitude, the danger of which was stressed by Mr. W. Edwards in his presidential address to the Head Masters' Conference in London. The secretary of the Association of British Chambers of Commerce said to a reporter:—"We realise that when a boy is put to a job for which he is not fitted not only is the boy wasted but the job is not done as well as it might be. To remedy this we are trying to arrange for co-operation between Chambers of Commerce throughout the country and the local head masters." Mr. W. J. Baldwin, head master of Tottenham Grammar School, said:—"Too many boys and parents are after safety first. The first job that comes along is snapped up. Head masters have the greatest difficulty in getting parents to wait for a suitable job for their boy. But now that the Chambers of Commerce are to co-operate with us, I think parents will be more likely to listen to the voice of reason."

Politicians and the Microphone

It is possible that the Party leaders may be able to spare themselves some of the fatigue involved in a series of public speeches by the use of the broadcast. It is very much less strain to talk quietly to the microphone in a B.B.C. studio than to address an audience at the Albert Hall. But so far no arrangement has been reached with the B.B.C. for the broadcasting of political speeches or political debates. The Parties themselves have as yet been unable to reach an agreement as to the ratio of speeches to be allotted to each Party. In view of their predominant position the Conservatives are claiming that they are entitled to the greater share of the broadcast time, and should have the right of reply, while the other Parties retort that this predominance may disappear in the next six months or so. It is possible that a debate on the De-rating Bill may be tried as an experiment with a view to seeing how some similar arrangement will work at the General Election. It may be doubted however, whether the use of broadcast will ever become a real factor in political controversy. Broadcast may be very unfair to a spokesman who does not suit the microphone, and further, the microphone has a chilling effect on the utterance. One cannot imagine Mr. Lloyd George delivering one of his lively and vivacious speeches in the silent and unresponsive atmosphere of a B.B.C. studio. Moreover, the listeners have also to be taken into account, and it quite likely that they may object to having time devoted to politics which might be allocated to something more pleasant.

"Colour Harmonies" for Men

Hitherto it has been principally the attire of women to which expert attention has been paid. The Men's Wear Organisation and Woollen Trades' Export Journal is, however, so anxious that men should not offend the eye in public that they not only suggest what men should wear, but have issued a Chart of Colour Harmonies, giving "Some Pleasing Colour Combinations in Men's Wear for 1929." No longer will Adolphus need to stand before the mirror, his eye wild, his hair ruffled, his room strewn with the contents of his wardrobe, as in agonies of doubt he manfully faces the problem of the proper garments to wear to please his fastidious Angelina. If the occasion calls for a light-blue suit—the basis of the colour scheme being apparently always the colour of the suit—the chart decrees: shirt—"white, grey, light blue, design introducing fawn," tie—"blue, blue-greys, grey, black and white, crimson, fawn deep brown," hosiery—"blue grey, fawn," headwear—"black, pearl, or medium grey," and overcoat—"fawn, grey, blue." If—following the example of the lady who based her garments on the jewels she selected for wear, or if, as is probable at this season of gifts of neckwear from wives or sweethearts—Adolphus feels that he must wear a particular tie, say, "black and white, blue, light grey, gold, champagne, crimson, green," the remainder of his task is easy. He may rest assured that harmony will be secured by donning a light grey suit, a shirt with figures in light tones on light grounds, hosiery "black and white, grey, blue, blue-grey, light, soft reds, fawn," with "black, pearl grey" headwear, an overcoat of "grey, grey and white, blue, blue-grey." But the for-

tunate possessor of the Chart will not find all his sartorial problems solved. For example, evening dress and sports wear suggestions are conspicuous by their absence.

Sir Hugh Clifford

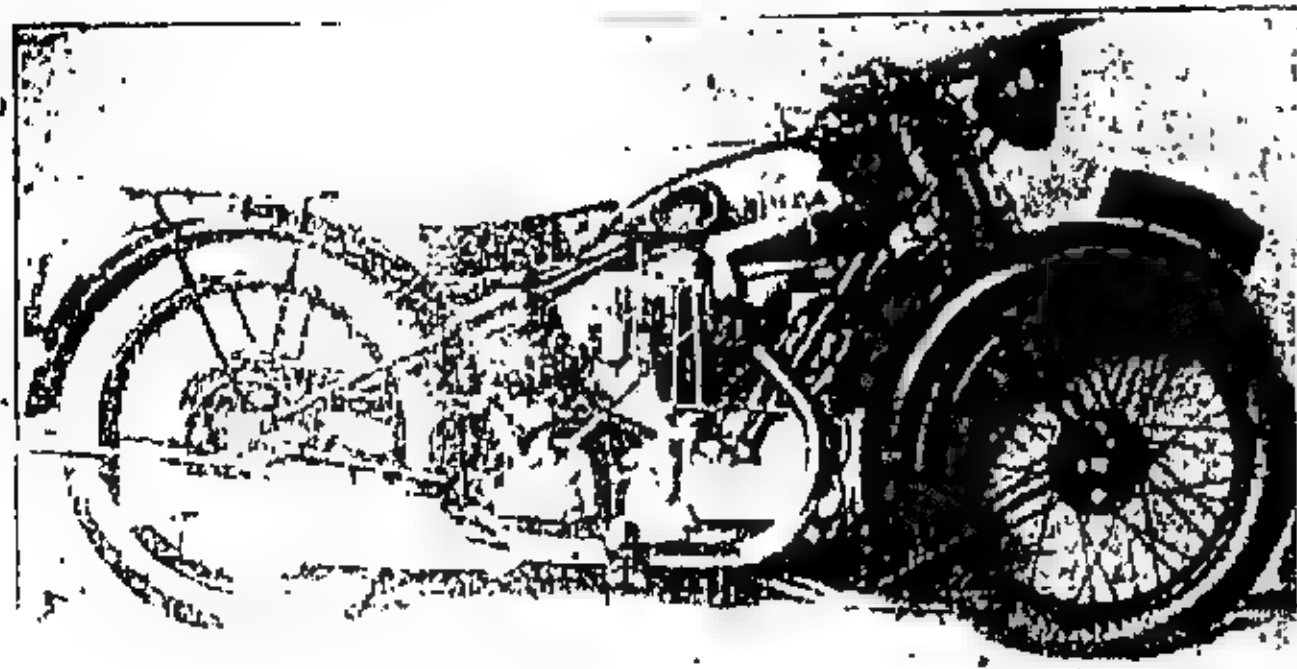
Sir Hugh Clifford, says "The Times," was one of the first writers to introduce English readers to the Malay Peninsula, and admirers of his work will welcome the republication of those early experiences which first appeared nearly 30 years ago under the title of *Bush-whacking*. They give a vivid yet unexaggerated description of the jungle warfare in which he was engaged during the Pahang disturbances in 1892, and of the armed expeditions into Trengganu and Kelantan that followed. Besides this narrative Sir Hugh has collected a number of other sketches and stories which did not appear in the original volume, making an agreeable medley of fact and fiction. Two deal with Ceylon; one is a tale of the Mutiny; another, *The Home-coming of Vincent Brooks*, is a sketch of an exile who fought for life that he might see home once more; and the remainder are concerned with the Malayan lands that the author loves and knows so well. *The Past of the Schooner* is a grim yarn of how a Malay wizard defied a mutinous crew; *The Very Devil* is a ghost story (with a very substantial ghost) staged in Borneo; *A Study of Despair* displays the author's knowledge of Chinese character, while *Albert Trevor*, the most successful piece of fiction in the book, is the tragedy of a man who met his fate through the conviction that he possessed expert knowledge in every branch of learning and human activity.

BRINGING UP FATHER.



MOTORISTS THIS IS YOUR PAGE

Have You Seen the
B.S.A. New Models?



Surely you will be interested in the many new features which make B.S.A. Motor Cycles ever the best value in the world.

WE HAVE JUST RECEIVED MANY
NEW MODELS OF B. S. A. CYCLES

(One of them is illustrated above)

COME AND INSPECT.

THE SINCERE CO., LTD.

Sole Agents.

WHAT YOU WANT —

is a machine of quality at a low price.

We have now in stock
GILLET PERSTAL 32 WORLD'S RECORDS
Models from H.K.\$470 up.

F.N. 23 WORLD'S RECORDS
Models from H.K.\$480 up.

and
MONET & GOYON

Fitted with the famous M.A.G. engine
holder of 26 WORLD'S RECORDS
Models from H.K.\$360 up

also Side-cars Accessories and Spare Parts.

Sole Agent for Hong Kong and South China :
THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

Look out for —

THE

500 C.C.

SINGLE CYLINDER

SIDE-BY-SIDE VALVE

HARLEY-DAVIDSON

!!!!

DUE HERE SOON.

For further particulars apply :—

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS
and
BUSES

Beam-Lite
Auto Bulbs

Hartford
Batteries

THE ASIATIC AMERICAN CO.

OFFICE:
48, Stanley Street.
Tel. C. 214.

SHOW ROOM:
11, Queen's Road, E.
Tel. C. 575.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Big Garage Fire

A fire broke out early on February 21, at Wearne Bros. garage, Penang, and destroyed the whole upper part of the new building including the offices. The Brigade succeeded in preventing the fire spreading to the show-rooms and repair shop but considerable damage was caused by water.

General Motors Dividend

General Motors has declared on common stock an initial regular quarterly dividend of 76 cents per share, payable March 12 to all stockholders of record Feb. 16. Quarterly dividends on senior securities will be payable on May 1 to stockholders or record April 8.

Tracing Trouble

When an engine misses at high speed or in climbing hills, the trouble can often be traced to the spark plugs. Much of this trouble is due to the use of improper type plug or spark plug points being set too far apart, or because the plugs are simply worn out. The gap between the points should not have more than .025 inch clearance or .020 inch in high compression engines. As spark plug trouble is often mistaken for valve or piston ring trouble, the proper thing to do before making repairs is to have the plugs inspected, which will save unnecessary expense.

"Chrysler Parade"

Borneo Motors, Ltd., the Singapore agents of Chrysler cars, have hit upon an effective method of advertising by what may be termed a "Chrysler Parade." On February 7, were seen about town a string of five Chrysler cars, headed by a super-sports model of imposing design, and followed by the sedan, luxurious and comfortable, the tourer, a good-looking and reliable car, the Chrysler-Plymouth sedan, similar in body, style and comfort to the Chrysler sedan, and the standard two-seater, a roomy car of fine appearance. The "Chrysler Parade" (which was in charge of Captain M. Hay) presented a novel spectacle, which created a good deal of favourable comment.

British Boom

Domestic orders have contributed largely to the unprecedented boom in the British motor industry. Australian, New Zealand, South African and Indian orders for delivery before June, 1929, amount to £1,300,000, which is an increase of £200,000 over the figures for the corresponding period of last year. There is a strong demand for 7 h.p. to 14 h.p. cars, and also for char-a-bancs. Makers of the three most popular light and baby cars are turning out 3,400 weekly, which is considerably in excess of the record established last year. The output of many other factories is up to 20 per cent. greater than that of the corresponding period last year. If the boom continues, as seems likely, 55,000 new cars valued at £10,000,000 will be on the roads before Easter.

Noisy Motor Cycles

When Cr. Kerr was speaking at a meeting of the Fremantle Municipal Council on January 14, his voice was temporarily drowned by the noise of a passing motor cycle. The Mayor (Mr. F. E. Gibson) said: "You can't hear yourself speak. I notice that prosecutions connected with noisy motor cycles are taking place in every part of the metropolitan area except Fremantle. The Council should write to the Traffic Department regarding the matter." Cr. Kerr said that it was strange that people should take special care of their eyes but should neglect to pay attention to their ears. "If this nuisance is perpetrated for another 50 years I think that the majority of the people will become slightly deaf," he added. Other councillors declared that certain streets in Fremantle were being used as speedways and that the noise of the racing motor cycles was troubling sick people. On the motion of Cr. Stevens, it was decided that a letter be written asking that action be taken to ensure an abatement of the nuisance.

More Road Accidents

Motor accidents have increased by 500 per cent. in the past ten years. The primary cause of such catastrophes is neglect to carry out the recognised rules of the road, and it is by no means the inexperienced driver who is the worst offender. These three prominent facts are contained in this year's edition of the booklet which is given away with every motor licence issued or renewed at Home. It tells the motoring beginner what he must and must not do when driving; signal and signs to watch for, and pitfalls to avoid. It is compiled by the National "Safety First" Association.

Used Cars

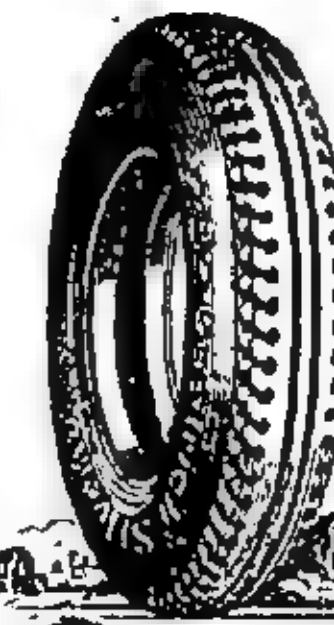
Prospective buyers of used cars do not always get the best "bargain," especially when buying from unscrupulous dealers. Before the purchase of a second-hand car is made, have a competent mechanic examine the car carefully and do pay a deposit on it until fully decided to buy the car. Some dealers are merely "deposit grabbers." A speedometer can be turned back so its reading may mean nothing. Look out for evidence of a repaired wreck. A repaired wreck is a weakened car. It is difficult to line up the parts exactly and undue wear results. Paint covers a multitude of weaknesses and repairs are sometimes carelessly made.

Relic's Last Journey

A two-horse bus which has run regularly for 50 years between Epworth and Doncaster has just made its last journey and is to be replaced by a motor bus.

A mighty tough test of

Goodrich Silvertowns



Goodrich Silvertowns

"Best in the Long Run"

SOLE AGENTS:

UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road Central

Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

Public buses can show you the facts about GOODRICH SILVERTOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time

—sturdy mileage, caring little for rough going and heavy loads.

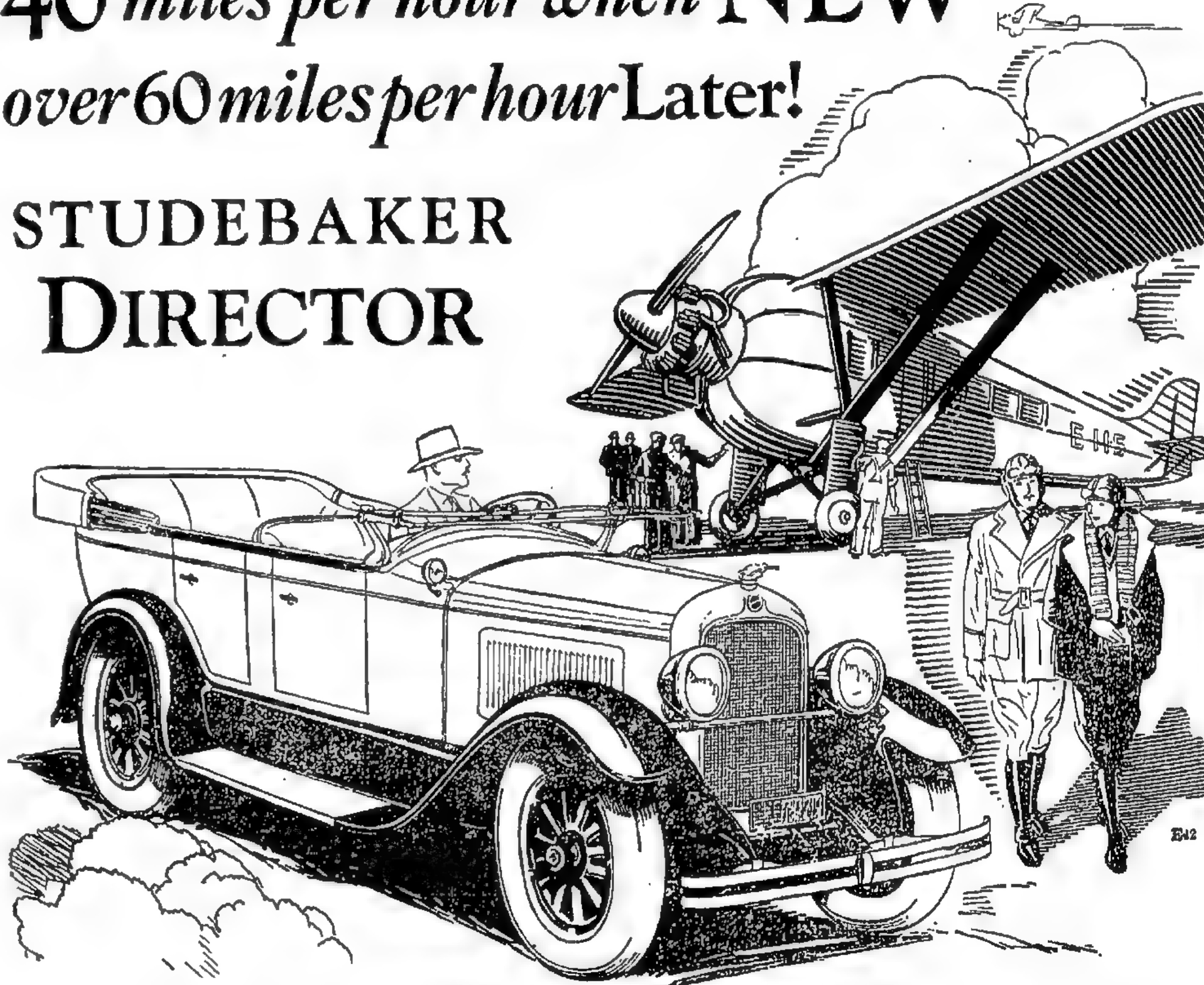
Safety Factor

The natural tendency in automobile manufacturing in the past five or six years undoubtedly has been toward the development of faster and more powerful motor cars, and until the past year, little attention

was paid to the relative development of scientific safety appliances. More and more time and effort has been spent recently, however, in improving the most vital of all safety factors—adequate and thoroughly reliable brakes—particularly by the experts of the Hupmobile plant.

40 miles per hour when NEW
over 60 miles per hour Later!

**STUDEBAKER
DIRECTOR**



AGAIN you benefit from Studebaker's advanced engineering, precision building, and practice of thoroughly "running in" each car at the factory. No more need you run your car slowly for the first 1000 miles to break it in. You can safely drive your Studebaker 40 miles per hour the day you buy it!

Later you will thrill to the eager power which made possible this new Studebaker Director winning the championship of its price class by racing 1483

miles in 1440 minutes! Under official supervision, a Studebaker Director sedan traveled 24 consecutive hours at 61.79 miles per hour average! Unequalled proof of Studebaker ability and durability.

After the first 1000 miles, you need change engine lubricant and grease the chassis of your new Studebaker Director only once every 2500 miles! Again you benefit from the genius of Studebaker's 800-acre Proving Ground and other research facilities.

The Director is the Companion Car to The Commander.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER

BUILDERS OF QUALITY

VEHICLES FOR 76 YEARS

1895 TO 1928

33 Years of Motor Progress

In 1895, there were only 3,000 motor cars in the world—now there are over 25,000,000. Michelin may fairly claim their share in the honour of this wonderful progress, for it was unquestionably the pneumatic tyre which they created for motor cars and which they continuously improved, that made development possible.

In 1895, pneumatic tyres of 65 mm. lasted 100 miles on a car weighing 28 cwt.

To-day, 185 mm. tyres run 25,000 miles on vehicles weighing 10 tons. These figures sum up Michelin's efforts and give the measure of their achievement.

In 1897 Michelin's steam car was fitted with 65 mm. pneumatic tyres for that year's race. Michelin won, touching a maximum speed of 32 miles per hour! That evening at the end of a banquet at which drivers and manufacturers were gathered, a convivial diner drank to the first motorist who should attain a speed of 60 miles per hour. A car manufacturer sitting next to Andre Michelin, whispered in the latter's ear, "Curious how, at the end of a dinner, people find occasion to make foolish remarks." Michelin, however, did not share that scepticism. Soon they made two other sizes, 90 mm. and 100 mm. On these tyres a speed of 60 miles per hour was possible and this was reached early in 1899. Only a few days later 60 m.p.h. was attained.

In 1906, Michelin introduced a non-skid tyre the tread of which was protected by steel studs. In 1906, they invented the detachable rim. In 1908 the Twin Tyre was brought out, and in 1918 the famous "Cable-Tyre" appeared.

In 1921, the 185 mm. tyre followed the 165 mm., and enabled the heaviest vehicles to enjoy all the advantages of the pneumatic tyre.

Finally in 1923, the "Comfort" low-pressure tyre made its entry into the world.

RELIABILITY TRIAL

Fiat Success in Great Four Days

At 4 a.m. on November 3, 1928 30 motor cars comprising a variety of makes such as Austin, Fiat, Riley, Triumph, Bugatti, Amilcar, Senechal, Morris, Schneider, Darracq and Singer left Melbourne for the first day's run of the Third Four-Day Light Car Trial organised by the Melbourne Herald.

The first day's stage was a run of 286 mi. 8 to Lake Entrance by way of Welshpool and Yarram. The roads would have been fairly good had it not been for the heavy rains which turned them into slippery, dangerous tracks. Three cars had to retire during this first stage owing to damage sustained as the result of skidding.

The second day's run of 145 miles to One was even more difficult, owing to the almost entire absence of roads. The rain still continued to add to the natural difficulties of the course. The next day a long stiff Alpine climb had to be faced, through Albury, Glen Wills, Lightning Creek and over Mount Hotham.

The fourth and last day of the trial consisted of 225 run back to the starting point by way of Wangaratta, Seymour, Whittlesea and Queen's Parade, Clifton Hill which was the finishing point.

Only twelve competitors reached the finish without loss of marks and with their machines in perfect condition. One of these was a little 9 HP Fiat driven by Mr. H. Drake-Richmond. Along the route several sub-events were run off and in the hill climbing contest the same Fiat car made the fastest time of all, covering the 6/10 miles course on Mount Wills in 1 min. 10.2/5 secs. This trial was as severe a test as any car could be put to, even apart from the adverse weather conditions which made some parts of the course a veritable nightmare to drive through. Results were based on a formula in which account was taken of the weight and power of the competing cars. Marks were deducted for late arrivals at controls and for roadside repairs or adjustments. The full number of 100 marks were allotted to the little Fiat, as well as a gold medal presented by the "Herald".

BUSINESS OPPORTUNITY.

CLASSIFIED. Advertisements, set-up—in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 5A, Wyndham Street or Phone C. 4641.

LANES OF TRAVEL

Helping the Motor Industry

Mr. Alvan Macauley, President, National Automobile Chamber of Commerce, President, Packard Motor Car Company, writes:—

Local lanes of travel are a most important factor in the automobile dealer's business. They are becoming more and more important as registrations and congestion grow. Good streets and good roads—paved to adequate width—are the chief creators of demand for more cars. The lack of such facilities is the most serious obstacle to increased sales.

The condition of the roads and streets in a dealer's territory is a more important factor in his success than the population there.

Communities well interlaced with broad, smooth traffic arteries show a higher percentage of car registration than occurs in more thickly settled districts lacking such advantages. The number of new cars that will roll from any sales floor depends largely upon the inviting aspect of the thoroughfares over which purchasers must drive them. It costs an owner 10¢ a mile to operate his vehicle on a concrete paved highway as against a fraction more than 12½¢ a mile over unimproved roads. This differential of 25 per cent. in operating expense is an important sales influence, but comfortable travel, safety, and lack of congestion are still more important.

I have made the above statements dogmatically because they are facts. For years we had certain theories in the automobile business as to the value of improved highways—what they meant to automobile sales. But the time has long passed since these were theories. Experience in every section of the Union where adequate highway systems have been already completed demonstrates beyond a doubt that the local automobile dealer can devote a portion of his time no more profitably than in making himself a factor, if not a leader, in the movement for more and wider paved streets and highways.

Local Pride

Aside from local pride and public spirit, the automobile dealer has the best of selfish reasons for making his influence actively felt as a leader in the fight for more and wider streets and roads in his particular community. Both the business and agriculture of any district benefit generally through good roads, but the motor car merchant profits from them in the most direct and certain way. He should therefore be especially active in civic organizations that interest themselves in public affairs.

Most communities have a Chamber of Commerce, a Commercial Club, or similar body. These organizations have, or should have, Good Roads Committees. Many Rotary Clubs, Kiwanis Clubs, and other business men's associations also have Good Roads Committees. If such committees do not exist in the dealer's city and there are needed street and highway improvements that should be promoted, he might well suggest their formation, and seek to identify himself actively with their work. Serving

on committees, giving liberally of his time and talent, are as much a part of the dealer's job as combating unjust motor vehicle legislation.

By interesting himself in public affairs the dealer can become one of the leaders in his community. Through his local papers he is in a position to make his voice heard in favour of all progressive programmes. Prospective automobile buyers take their patronage to a man whom they know and in whom they place their confidence. Fighting actively for those things which are important to the car owning public helps to widen the dealer's circle of friends and to create confidence.

The automobile industry recognised the need for organised highway promotion years ago. The Lincoln Highway Association, founded in 1913, by automotive manufacturers, has striven incessantly for a great interstate system of paved roads. Association officials vigorously pushed the Federal Aid Road Act until it was ultimately passed by Congress. The increasing mileage of good roads resulting from this measure has been one of the greatest influences stimulating the wider use of automobiles.

National Road Building

The national road building programme is now progressing satisfactorily and with a reasonable degree of speed. But the completion of through interstate and inter-county routes is only a part of the picture. From the dealer's standpoint a more important consideration at this particular time lies in the paving and maintenance of streets within municipal limits and the development of back roads feeding in from districts off the beaten path. In these two respects we, as a nation, have not kept abreast of the times or our multiplying traffic.

Therefore, the prime consideration of the territorial dealer is the opening up of the hinterlands from whence will come a million buyers who have yet to own their first automobile. With the present market narrowing down to replacement business, the possibility of converting thousands of non-owners into motorists is of intense interest to those who earn a livelihood from car sales.

Local inertia is making many an otherwise hustling community a one-street town. Dealers appear to be satisfied if they are situated upon some main highway; but traffic is fleeting and tourists do not stop to buy automobiles. The logical prospect is a local resident. If a man lives within the city limits, his desire for car ownership is whetted by paved streets wide and free from congestion. If he inhabits the back country, tapped only by a pair of muddy tracks, it is not likely that he will be interested in the purchase of a good automobile. Adjacent to the 125,000 communities of the United States are countless undeveloped areas—potential automobile markets—where mud and ruts are retarding new car sales. The opening of these partially isolated sections is of immediate importance to the automobile dealer.

Children Transported
Nearly a million children of rural districts are transported daily by motor to centralised union schools. Out of the 2,500,000 motor trucks in operation, 500,000 are devoted to farm use. In districts boasting of good concrete roads perishable produce is brought to market more quickly, more economically and in better condition—an obvious advantage to both consumer and grower. It is interesting to recite, in connection with crop transportation, that due to the conditions of transportation in Turkey, it was actually possible to lay down flour, milled in the United States from wheat grown in Minnesota (Continued on Page 18)

FRENCH FIAT

Its Organisations Abroad

Among the Fiat institutions abroad one of the foremost is the "Societe Anonyme Francaise pour la Vente en France des Automobiles Fiat de Turin" which has a capital of Lit. 12,500,000. The rapid increase in sales has rendered indispensable the creation of the new headquarters which were recently opened in the building expressly erected at Suresnes (34, Quai Gallieni), in the business quarter.

In these new premises are gathered together all the different departments necessary to a large business which works through more than 300 agents scattered throughout France, and which deals with a vast number of public, private and industrial clients. The grouping together under one roof with the General Management of the various departments, amongst which may be mentioned the Spare Parts and Repairs Departments, and the Department for tuning up and preparing new cars for the road, makes for smooth working and favours swift and efficient administration, whilst at the same time it gives customers the feeling that a powerful organisation is assisting them in all their needs.

The Spare Parts Stores, the Repair Shop which affords facilities for repairing fifty cars simultaneously, and the Service carried out by a highly skilled and thoroughly competent staff, most of which comes from the Fiat Works in Turin, form such a whole—as the "Illustrazione Italiana" points out—as to show that the Fiat in France, as in every other country, boasts of an enviable organisation.

CLOSED CARS

Evolution Since Louis XV

There is a great contrast from the sedan of the days of Louis XV to the richly upholstered, enclosed automobiles of to-day. In those days only the very richest people could afford to own carriages while nowadays the motor car is becoming increasingly the accepted method of transportation for everyone.

The manager of the Dragon Garage has some interesting observations in connection with the principal stages in the evolution of closed body vehicles.

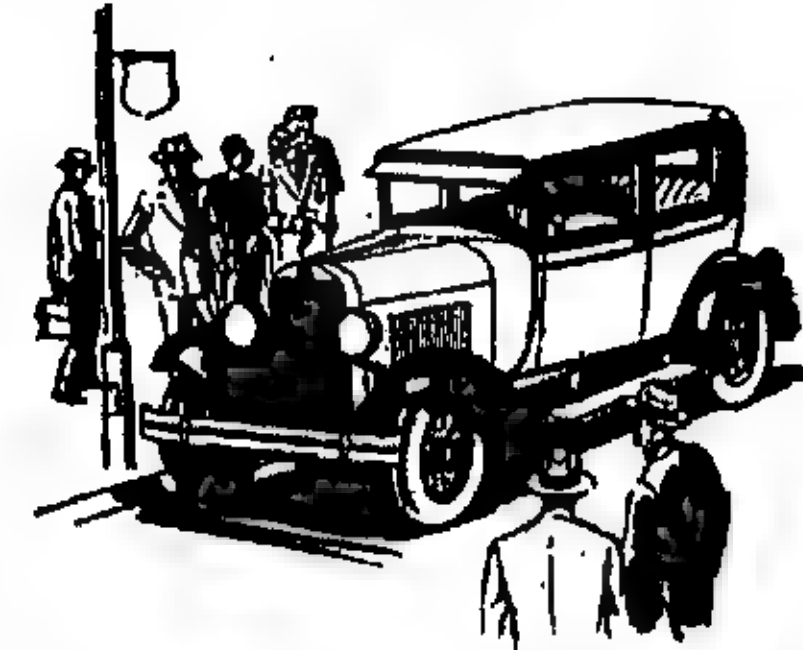
"Probably the most authentic forerunner of the comfortable, enclosed bodies of to-day was the sedan chair of the old nobility," he declared. "In those small, highly-ornamented box-like affairs, the ladies of court were carried to formal functions by two servants who gripped handles in front and rear."

"In India to-day, virtually the same equipage, known as palanquins, still are used by some of the old royalty."

"Following the sedan chair came the carruca, from which the modern name of carriage is derived. This was a partly enclosed vehicle of gorgeous appointments, mounted originally on one wheel in the fashion of the times and it was with difficulty that even experts could distinguish one standard car from another."

"To overcome such a condition the Buick Motor Company, with aid of the foremost style specialists and body builders in the world, evolved and presented the new Silver Anniversary Buick, which with its ideal combination of the best elements of European and American design, has set a new automobile standard. The continental vogue of graceful curved lines, now distinguishing the Buick from every other car on the road, harmonizes completely with every other basic Buick element."

NO TRUER WORDS WERE EVER SPOKEN



THE FINE CAR OF LOW PRICE

From the standpoint of advanced engineering practice, body refinements, style, performance, dependability and value, this new Oldsmobile will compare favorably with any high-priced car ever built.

And it comes completely equipped, as a fine car should be, including four

Lovejoy hydraulic shock absorbers, vertical radiator shutters and rubber-cushioned bumpers, front and rear.

Come and see this Oldsmobile. Drive it! Then you'll know that no truer words were ever spoken—it is, indeed, "The Fine Car of Low Price."

TWO-DOOR SEDAN \$2,600

Roadster	MS\$2,500.00
Touring	MS\$2,500.00
Sedan (2-door)	MS\$2,600.00
Sedan (4-door)	MS\$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

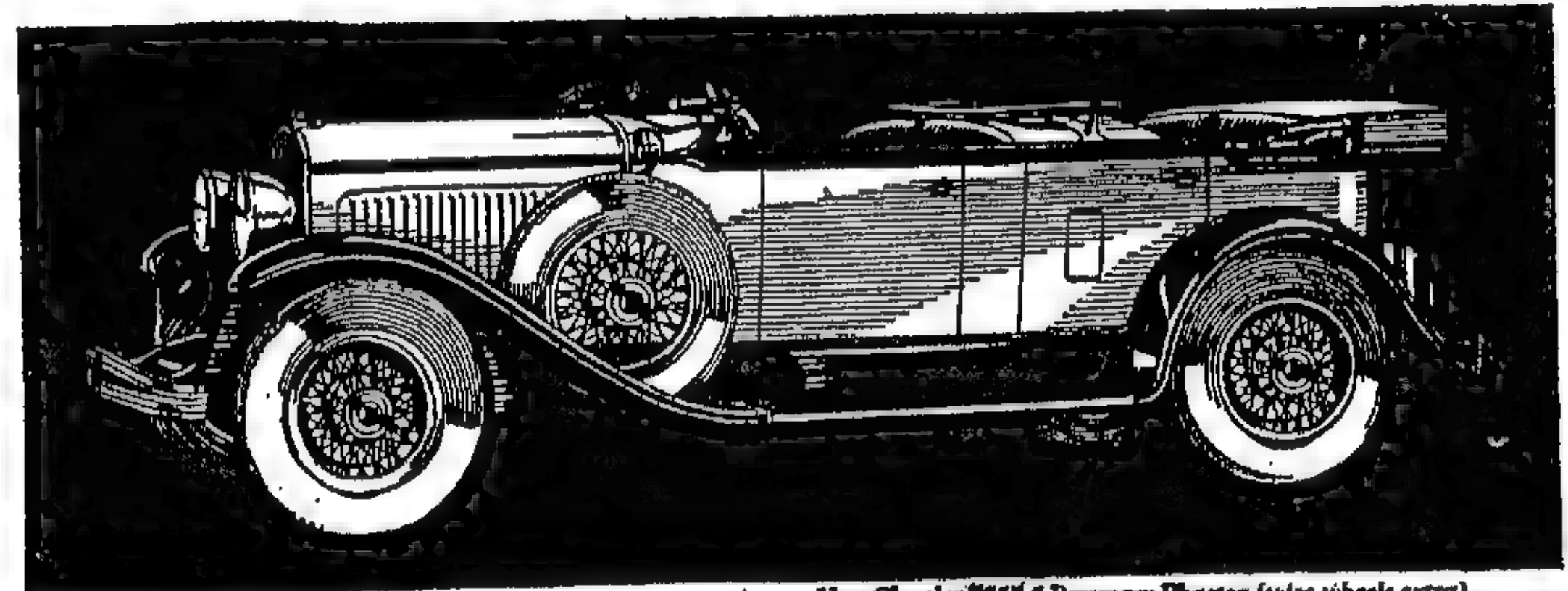
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

OLDSMOBILE

PRODUCT OF GENERAL MOTORS

CHRYSLER



New Chrysler "75" 5-Passenger Phaeton (wire wheels extra)

Chrysler's only real competition — is Chrysler

The first Chrysler established a margin of superiority over all other cars in style, performance and value that has been maintained ever since... The true competitor Chrysler has to face therefore is with Chrysler—to make sure that each succeeding Chrysler is better than the Chryslers that have gone before... Public demand for the newest Chryslers today tells how well Chrysler has succeeded. Chrysler's largest production is just now beginning to satisfy that demand... The public is delighted with the new style that re-styles all motor cars—new slender-profile radiator,

arched windows and the graceful sweep of the new "air-wing" mud guards—avoidance everywhere of the bulky and cumbersome... And with Chrysler's smooth performance, riding luxury and safety—"Silver-Dome" high-compression engine, using any petrol; internal-expanding hydraulic four-wheel brakes, efficient in any weather; and hydraulic shock absorbers... Other cars seek to compare themselves with Chrysler in style, performance and value which really do not compare with Chrysler at all. Chrysler's only real competitor is—Chrysler.

THE REPUBLIC MOTOR CO OF CHINA

30-32, Des Voeux Road C.

Telephone C. 1219 & C. 6252.

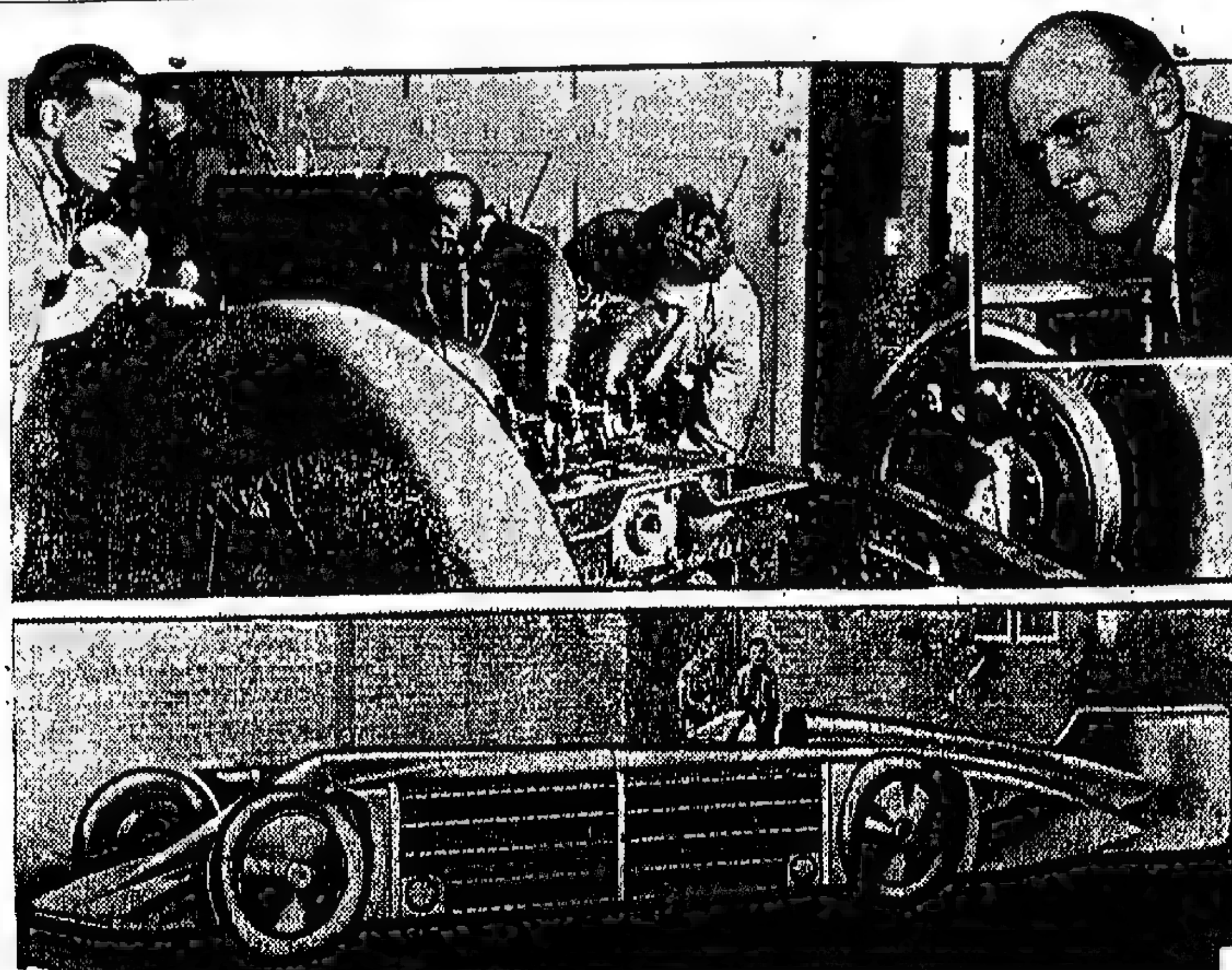


Photo shows a retouched photo of the specially designed racing car of Major O. D. Seagrave (upper right), British sportsman. In it he hopes to attain the almost unbelievable time of 260 miles an hour over sands of Daytona Beach, Fla. Above, a part of the car's impressive power plant.

The Name
is your
SAFEGUARD
The Tread
is your
SAFEGUARD
—the famous Triple
Stud Tread grips on the
worst surface and gives
confidence.



DUNLOP
leads the
world in tyre
design!

MADE IN ENGLAND

Specify
DUNLOP
THE STANDARD by which ALL TYRES are JUDGED
PLAY WITH THE BLACK MAXFLI GOLF BALL.
DUNLOP RUBBER Co. (China,) Ltd.
Pedder Building.
Phone C. 4554.

LANES OF TRAVEL

(Continued from Page 17.)

and our Northwest, at Sansum on the Black Sea, 7,000 miles away, at a less cost than milled from wheat grown in the interior of Turkey, perhaps 250 miles away.

A dollars-and-cents estimate of the value of the service afforded to an annual traffic of 414,000,000 vehicles—miles by a system of good roads was made recently through a survey conducted in Connecticut by the State Highway Department and the U.S. Bureau of Public Roads of the Department of Agriculture. In the report the valuation is set at 3 cents per truck-mile, and 1 cent per passenger car-mile. These values for highway service are conservative, inasmuch as they are considerably less than the estimated differences in vehicle operating costs on paved roads as against unpaved roads, owing to the fact that the system embraces many types of improvement.

The survey covering a year showed 1,114 miles of improved highways in the system used by trucks travelling 59,700,000 truck-miles and by passenger cars covering 345,300,000 passenger car-miles. Annual highway service rendered to the trucks at 3 cents per mile was therefore \$1,791,000 and to passenger cars \$3,643,000, or a total of \$5,434,000 annually. These astounding figures do not include the time and place utility value which the roads place on the goods and commodities hauled, or upon the increased property values that accrue to the land adjacent to the highway improvements.

The salvage value of the 1,114 miles of improved highways was placed at \$23,000,000 by the State Highway Department. In yielding \$5,434,000 in service to highway users, the system earns an annual return of approximately 23 per cent. on the investment—enough to pay for it in a little more than four years.

Road Appropriations
Definite steps necessary to secure road appropriations are vague in the minds of most people, and the motor car merchant is no exception. As he is not in the road business primarily other problems occupy his mind. But broadening of the motor market is decidedly his business. So if he investigates he will learn that there are several sources from which road building funds can originate.

Money may be drawn from the Federal treasury in accordance with terms of the Federal Highway Act. The state has funds available for highway development. The county treasury furnishes another source from which to draw. The township provides for farm and market thoroughfares. A draft on the town or city treasury is possible. Bond issues are frequently justified. Individual contributions round out the possibilities of financial road aid.

By writing to his State Highway Department outlining just what improvement or group of

improvements he has in mind a dealer can readily secure advice and information as to the best procedure to be adopted for active good roads promotion in his locality. If the project does not come within the province of the State Highway Department the State Commissioner or Engineer can inform him of the proper local official with whom the subject may be discussed. The mayor can supply full information as to the needful steps in a plan for street widening and paving.

With a definite understanding of the situation, the local dealer may work intelligently and effectively to secure better roads for his territory and better and wider streets for his town or city. He is assured a sympathetic hearing by those he interviews, for highway department officials, legislators and city authorities will respect his familiarity with the cause he champions.

More Cars Than 'Phones

There are more automobiles in the United States to-day than there are telephones—not telephone numbers but instruments. Professor Griffin of Ann Arbor was conservative in estimating 27,000,000 motor vehicles in use in the United States in 1930. It is proper to point out that our highway system will still be then as it is now, inadequate to meet the requirements of inter-urban transportation. We must continue to pave highways at the very peak of construction possibilities. By that I mean that the limit of physical possibility in road building should be the sole limit of our highway programme for some time to come. No short-sighted restriction of appropriations should circumscribe the progress of the immediate future.

If existing engineering and contracting organisations are utilised to their utmost limit during the coming five years, if every facility for the physical production of hard surfaced roads is utilised at peak pressure, we shall not, half a decade hence, be caught up with the demand for inter-urban transport facilities created by the needs of our growing population.

When the subject of street and road pavement seems to be dormant the dealer can advance the cause of good roads by keeping such facts fresh in the minds of influential fellow citizens. He can contact with the local Press in forming publishers of developments and providing themes for instructive editorials.

The biggest obstacle which looms in the path of our motor transportation and which retards motor car sales is a strictly local problem in which the automobile dealers can wield the most effective influence.

In this field—the field of city planning and adequate construction of municipal arteries—lies the greatest opportunity for immediately beneficial constructive effort. It is in this field that we most lack in public understanding and public action. Here it is distinctly the dealer's move.

Every Saturday night there are 1,000 more automobiles on the streets of Detroit than there were

a week before. Detroit does not build enough new street pavements in a week to park those cars, to say nothing of providing additional streets on which to run them.

Automobile insurance rates in Detroit would be cut in half overnight if by some magic we could double our area of street pavements to-morrow.

This situation applies in some measure to every American city.

Street Systems

Then, too, our inter-county and interstate highways connect cities and towns—make them in effect one community. No American city can, in planning its street system, consider only the traffic developed by its own population. For with the improvement of our highway system, every community must give increasingly serious consideration to that traffic which these highways bring. And there are few cities in the United States now giving adequate consideration to this question of street improvement.

Detroit, through its Rapid Transit Commission under the able leadership of Colonel Sidney D. Waldon, and in co-operation with the City Plan Commission, has foresightfully laid out a master plan of development which will save us hundreds of millions of dollars. For it visualises the growth of the metropolitan area for a hundred years ahead and takes steps which cost nothing now but which will make possible the adequate decentralisation of traffic in the future.

Chicago has a similar body known as the Chicago Regional Planning Commission. It, following in the footsteps of the Detroit Rapid Transit Commission, is laying out a plan which will serve ultimately to unshackle Chicago and Cook County, Illinois, from the hampering influence of bottle-neck entrances and exits in the metropolitan area.

Too great emphasis cannot be placed by automobile dealers everywhere upon the wisdom of the course being followed in Detroit and Chicago. The growing traffic which has been pointed to in connection with our highway development, means even greater problems inside municipal limits, and it is high time that American communities, no matter how small or large, think of the future and begin to plan with its traffic in mind.

It is the dealer's move—his move to transmit enthusiasm; to keep this subject a live one; to iron out difficulties as they develop; to suggest plans; to dominate public discussion of roads and streets in his home town; and in every way to further his business prospects by tying up his local community with the great national movement to pave America.

[* These figures of the mileage cost per vehicle should not be confused with mileage cost per passenger. Furthermore, they include all items such as garaging, depreciation and interest on investment. They are, in other words, total operating cost including replacement, and not merely the current running cost.]

AIR TRANSPORT

Taking the Place of The Lorry

[By Sir Sefton Brancker]

I have been actively engaged in the development of air transport ever since the end of the war, and to-day I am more enthusiastic than ever before.

I congratulate myself on having been fortunate enough to be associated with the commercial side of aviation. It is an activity which, if handled properly and in a spirit of altruism and broadmindedness, should result in nothing but good to the human race. Mutual co-operation and understanding depend on time and not on space, and I have a profound conviction that air transport is to become a factor of overwhelming importance to the world at large.

The present is the age of speed, and the commercial flying machine has arrived at a very fitting time in the progress of civilisation. The world is waiting for air transport, and as soon as it can be operated on a really commercial basis the demand for aircraft will be enormous.

Far-Reaching Development Ahead
The way of new enterprises is proverbially hard, but air transport is nearing the end of its teething troubles and now deserves serious consideration on level terms with the other forms of transport. What is now becoming recognised is the tremendous significance of civil aviation not only as a means of accelerating communication but as an economically sound method of keeping in existence a healthy aircraft industry.

We are on the threshold of vast and far-reaching developments in air commerce which will benefit every activity in the civilised world. The growth in the number of air lines throughout the world, since the year 1919, is indicated by the table (of the routes) herewith:

Year.	Mileage.
1919	3,200
1920	9,700
1921	12,400
1922	16,000
1923	16,100
1924	21,200
1925	34,700
1926	50,300
1927	55,500
1928	73,300

Air transport is now an established factor in economic life. It has the very definite advantage of high speed combined with liberty of movement. Air lines are multiplying in all parts of the globe, and a growing demand for aircraft and their engines has been created. The public is assimilating the advantages offered by air transport with growing rapidity.

British Air Traffic Increases

The latest traffic returns in Europe point to the fact that people are now taking to the air as ducks take to water. Last summer there was a 56 per cent. increase in the number of passengers carried in British aeroplanes between London and the Continent. There has also been a 28 per cent. increase in the volume of airborne merchandise. If progress goes on at the same rate, in a few years the passenger traffic carried by air across the English Channel will represent a very appreciable percentage of the total of first-class passengers to the Continent.

During the summer months of 1928 Imperial Airways, the British national company, completed satisfactorily 98.8 per cent. of its scheduled flights. Even allowing for the very adverse effect of the flying weather of the winter on the European routes, the total all-the-year-round efficiency was 92 per cent., while on the British airline between Cairo and Basra, where the atmospheric conditions are so much more favourable, a 100 per cent.

Builds Tyres for Six-Day Bicyclists



These very thin, very tough racing tyres upon which six-day bicyclists scurry wearily around a piste saucer are the work of Mrs. Ernest Tyre (above), herself the widow of a rider of renown. In her Newmarket, N. J., shop they are woven of best cotton fibre and the highest grade of rubber to stand wear and test of sportsman's diabolical grind. The woman manufacturer ships her product to nearly every country in Europe.

regularity has been attained for months on end and the steamer connection at Port Said has only been missed once in 21 months.

On every side air traffic is increasing, fresh demands are developing and new enterprises are under consideration, while the essential ground organisation of aerial transport is expanding rapidly.

Profit Possibilities

There are pessimists who say that air transport cannot pay its way for many years to come, but this is not borne out by actual facts. There is a service in Colombia, flying between the coast and Bogota, which has paid very handsome profits for some years, and of course operating companies in the United States are doing very well on their postal contracts alone. Generally speaking, though, and allowing for certain exceptions, the weakness of air transport at the present time is its inability to produce profits.

The moment that profits can be made regularly on each mile flown developments will come with a rush. There are to-day many promising lines of research and experiment which are either neglected or are being pursued under the handicap of financial starvation. The possibilities of genuine profit in aircraft operation will at once attract the capital necessary to accelerate all these developments and place them at the service of the great airlines of the world.

The development of aviation in the United States is an example of what can be done in a country where climate, distance, wealth and population all favour the progress of aerial transport. In the United States a big volume of air traffic is available which can afford to pay an economic rate for a real saving in time.

European Fares Uneconomic

In Europe the fares charged are still uneconomic, and owing to international competition it has been impossible so far for any one country to charge economic rates, even if these were possible considering the comparatively small saving of time gained in short journeys by air. But as European routes extend, as overhead charges are more widely distributed, and as the saving in time increases—as it is increasing—it will become more and more possible to charge really economic rates and obtain big loads.


The establishment of the weekly air mail from England to India should lend to very interesting results, and it seems quite probable that as the public learns the great advantages to be gained by using the air mail, this service will pay its way from its revenue alone at no very distant date.

The activities of commercial aviation can now be fairly compared with those of land and sea, and from the fact that aircraft can fly direct between any two points on the globe, without regard to land or sea, they have possibilities which will affect all the older forms of transport.

The operating costs of commercial aviation are coming down. The most modern types of aircraft are not requiring anything like the labour demanded by older types. Engines are becoming more durable, and each new engine requires less frequent overhauls than its predecessor, and as aerial safety and reliability increase, insurance rates are falling. The growing safety of transport by air is illustrated by the fact that during the past four years the British aeroplanes on the Continental routes have flown for more than 3,000,000 miles and have carried more than 70,000 passengers without injury to one fare-paying passenger.

Since its inception the British Imperial Airways Company has used the comparatively short-distance European routes as a training ground for far more ambitious projects involving the operation of airlines throughout the world.

(Continued on Page 18.)



DODGE BROTHERS
VICTORY SIX

Economy and Smoothness

TRIAL CORDIALLY INVITED.

SOUTH CHINA MOTOR CAR CO.
33, Des Voeux Road C.
Tel. C. 5644.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY—Hongkong Hotel Garage, Queen's Road, C. 4759.
BEAN—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHANDLER—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN—Lane, Crawford, Ltd.
HUMBER—Lane, Crawford, Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC—Lane, Crawford, Ltd.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road, C. 4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
VAUXHALL—Lane, Crawford, Ltd.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
BEAN—Lane, Crawford, Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
FARO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
FEDERAL TRUCKS—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.
HARLEY-DAVIDSON—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER—Lane, Crawford, Ltd.
MONET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ACCESSORIES—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
GOODRICH TYRES—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.
MICHELIN TYRES—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

MIC

READ THIS!
Reliability

One of
you to
your "M"
recollect
Car from
Tyres (a
having it
cannot be
trouble
has been
and it was
the spare
Original
at any
application

ALL

A. GOEKE &
China Buildings
FIAT C
67, Des Voeux

SECTION I.
Information, etc.

SECTION II.

Associations and Clubs, Chinese Customs,
Churches and Missions, Consuls, Government
Offices, Hospitals, Justices of the Peace, Masonic
Societies, Military Command and Volunteers,
Naval Command, Schools and Colleges,

SECTION III.
Business Houses.

SECTION IV.
Agencies.

SECTION V.
"Who's Who."

SECTION VI.

Residences.

SECTION VII.

Ladies' Residences General.

SECTION VIII.

Kowloon Ladies' Residences.

SECTION IX.

Peak Residents' List.

SECTION X.

CANTON

Hongs, Clubs, Associations, Churches, Missions,
Residents, etc., etc.

ORDER AT ONCE BEFORE THE EDITION IS SOLD OUT.

NOW ON SALE PRICE \$1.00
AT

THE OFFICES OF THE PUBLISHERS,
THE DOLLAR DIRECTORY CO.,
3A, WYNDHAM STREET.

ORDER FORM.

HONG KONG DOLLAR DIRECTORY CO.,
3A, WYNDHAM STREET.

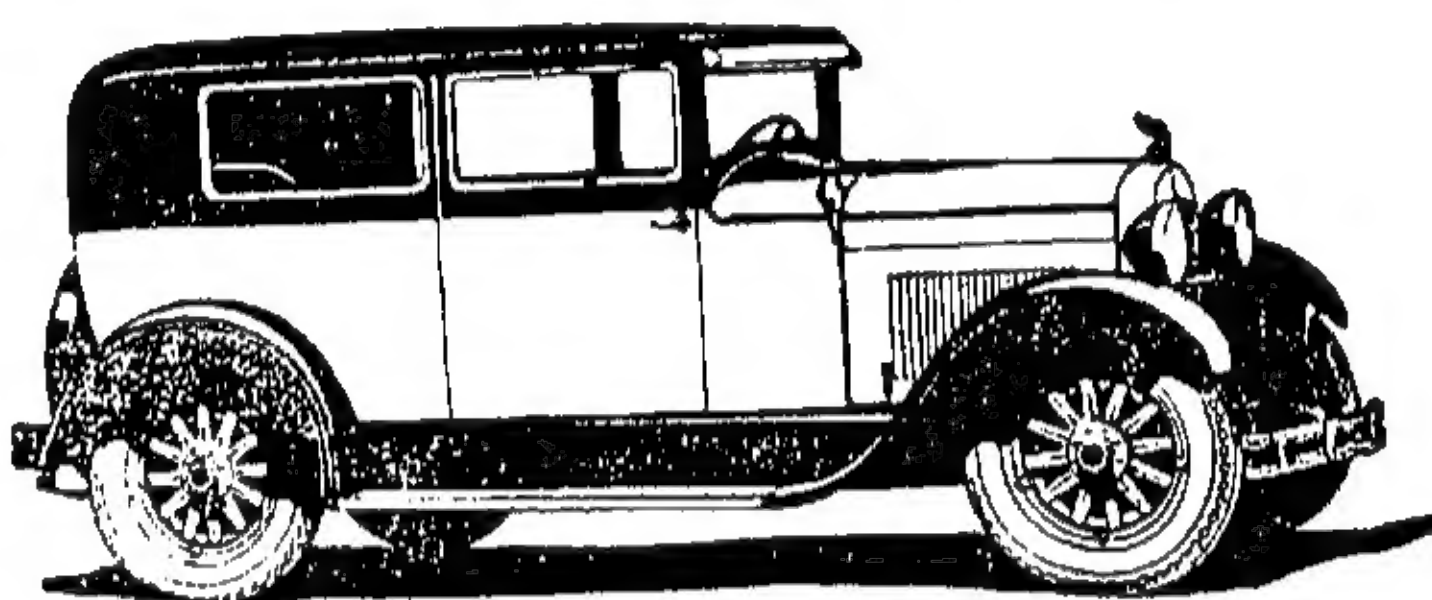
cop of the Dollar Directory, 1929 issue at

Please supply
\$1.00 each.

Name

Address

ESSEX



\$2,550

1929 Model

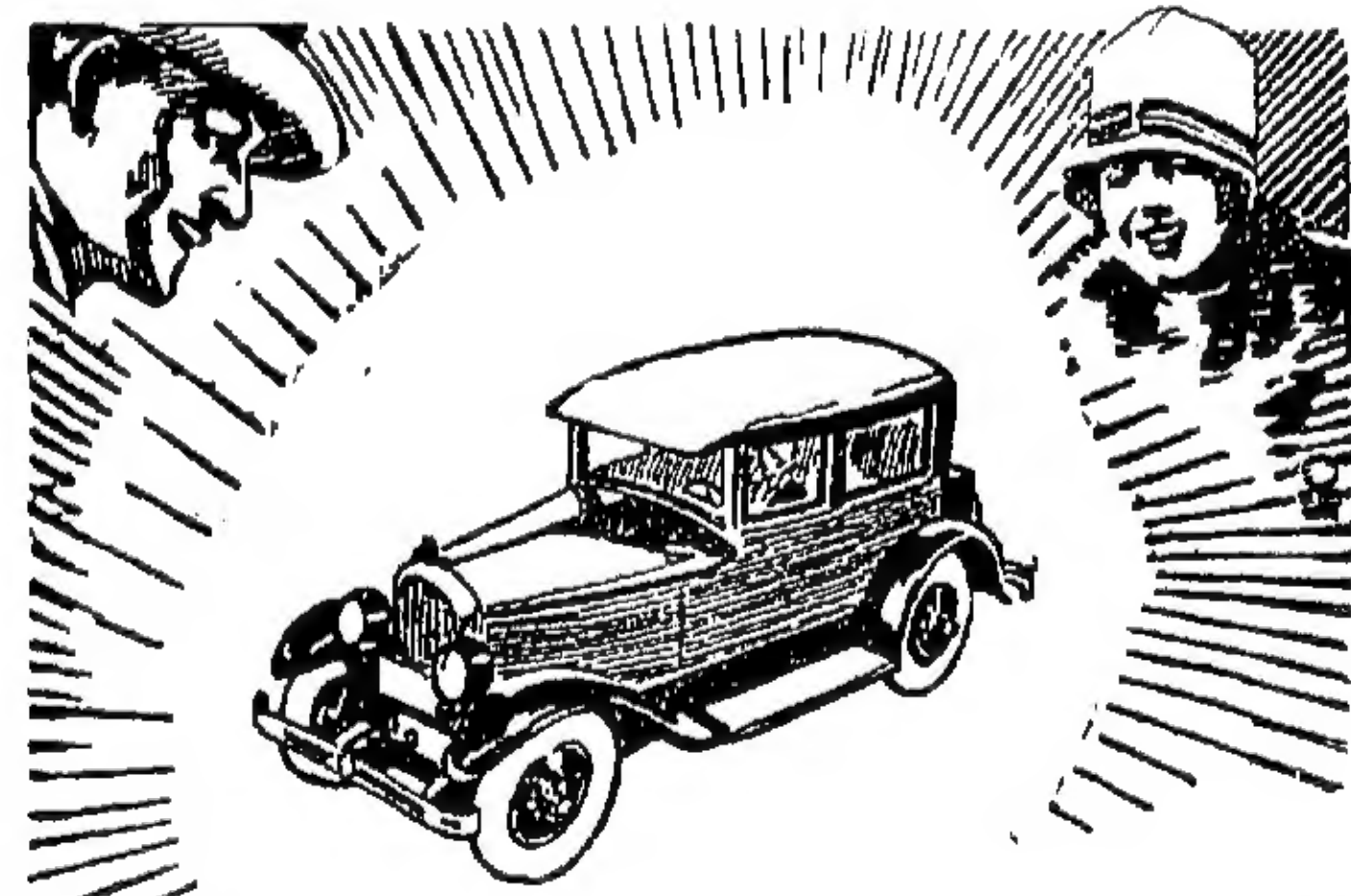
NOW ON VIEW

at

KIN CHEONG HONG

37, Connaught Road Central.

Telephone C. 6.



A CAR
YOU'RE PROUD TO DRIVE!

THERE'S a lot of dependable mileage in that car
of yours—don't sell it! Let us repaint it in
a bright new colour, and you'll be proud to take it
through traffic! We use a fast drying, weather re-
sisting finish. Call on us for an estimate.

THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.

Telephones C. 1219 & C. 6252.

DUCO



PAINTING

and to India in the other, a very
heavy increase can be expected, and
in a year's time it is possible that
a ton of mails and light parcels will
be flown to and from India every
week.

For a time the trunk airline from
London will stop at Karachi. But
not, it is hoped for long. Arrange-
ments are already in progress which
will insure the continuation of the
line across India. After this the
through route should proceed
onward via Singapore, thereafter to
link up with the air lines of Aus-
tralia, thus establishing the con-
tinuation of the line to Port Darwin
and so onward to a number of
Australian cities.

The ultimate aim is to send letters
by air, flying by night as well as
day, right through from London to
Australia.

Swift Mail Possibilities

Time tables which have been
prepared show that it should be
possible for urgent mails to be air-
borne from London to Melbourne,
Australia, by a day-and-night relay
system in not more than 178 hours,
the schedule for the various stages
being as follows:

Stage	Hours
London-Cairo	35
Cairo-Karachi	33
Karachi-Rangoon	30
Rangoon-Singapore	18
Singapore-Port Darwin	33
Port Darwin-Melbourne	80

The realisation of this ambition
is no longer to be regarded as some-
thing of the distant future. Such
a day-and-night air mail can be
brought into being within the next
few years, organised in every detail,
if only a sufficiently determined
effort is made.

Success in air transport is largely
a matter of experience—like all
other forms of transport—and it is
only by active operation that we can
gain that experience. Air transport
is young and still offers great pos-
sibilities of improvement. Yet we
really know something already
about the operation of aircraft.
Many of our administrative prob-
lems have been solved. It is in the
technical realms of aviation that the
important improvements must be
made. We must have aircraft which
will carry greater loads per ton per
mile, and that objective can be at-
tained only by a steady improve-
ment in speed, stability and
durability, combined with lightness
and simplicity in construction.

Steady Increase in Size

One line of progress will be the
steady increase in the size of air-
craft. To-day we are carrying 20
passengers and can lift paying
loads of several tons. It will not
be long before we have aeroplanes
carrying a load of about 50 pas-
sengers. The adoption of three-
engined aircraft capable of flying on
two engines has been a great step
toward safety and reliability. Im-
provements are being effected also
in reducing engine and propeller
noises.

Promising results are rewarding
researches into the problem of
adapting heavy oil engines to
aviation. Five such motors are
being fitted into the new British
airship R-101. In this vessel they
will be tested under flying con-
ditions and then the next step will
be to apply them to commercial
aeroplanes. As petrol forms a
heavy item in the operation of an
airway, the adoption of motors
burning a cheap crude-oil fuel

the airship proves a commer-
cial success it should be able to hold
its own against the aeroplane as a
carrier of mails and high-speed
passengers over the great oceans for
many years until advances in the
development of big flying boats
create a serious rival in speed, re-
liability and economy. Meanwhile
the smaller landplanes and seaplanes
will be developing land and coast-
wise routes.

Planes As Airship Feeders

Personally I do not expect serious
rivalry between airship and aero-
plane. They should be suppli-
mentary to one another and, gener-
ally speaking, the aeroplane will act
as a feeder and distributor of the
greater airship lines.

Before many years have passed
airlines will be legion. The great
airway system of the United
States will be increased enormously.
We should have regular airship
services connecting Europe and
North and South America, and fly-
ing also between England and
Canada, South Africa, India, Ceylon,
Australia and New Zealand. Such
services should be carrying all mail
matter and the majority of the first-
class passenger traffic.

The airships maintaining such
services will provide accommodation
for perhaps 200 passengers and will
have fuel for 4,000 miles. Aero-
plane routes will serve the ports of
call of these airships, flying back
into the continents behind them.
Airship lines will very likely have
been established over the Arctic
Circle to the Far East.

Speed appears likely to be the
most important factor in improved
aircraft operation. Steamships and
railways required 100 years to reach
their present-day speeds. The first
aeroplane to fly took the air almost
exactly 25 years ago. We have now
touched and slightly exceeded 300
miles an hour by air. Will the
speed of aircraft increase for the
next 25 years at the same rate?

The progress of aero-engine
superchargers will facilitate high
speed flights at very great altitudes.
It is legitimate to visualise the mail
carrying aircraft of the future fly-
ing at 300 miles an hour at levels of
30,000 feet, untroubled by weather
conditions, and possibly assisted by
constant and well-known winds.
Such a service would place London
within 12 hours of New York.

We are still only on the brink of
the problem of scientific stream-
lining, and have scarcely visualised
the possibilities of the production
of power at a far lower cost in
weight. Some scientists believe that
the speed of sound is a possible
attainment—that aircraft in the
next 100 years may be flying at over
700 miles an hour, and may com-
bine with this ability the power of
rising and alighting with a very low
forward speed.

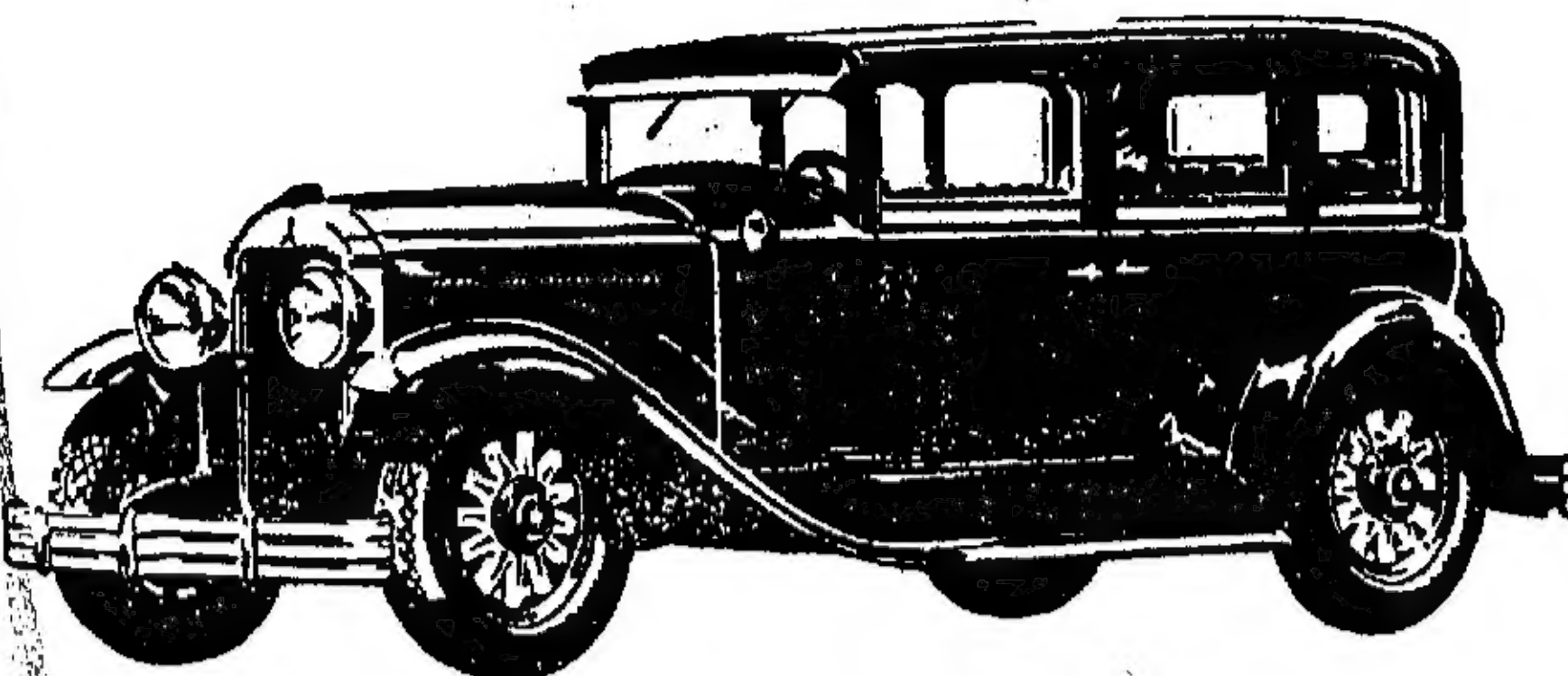
Powers for Good and Evil

Looking into the future one sees
that aviation has powers for good
and powers for evil. But if only
we can avoid war the powers of
aviation for good generally, and
for the benefit of the world, are
incalculable.

There is a camaraderie of the air
which is eliminating national pre-
judices, and it is as great far-flung
bridges of human understanding
that we should visualise our globe-
encircling airlines, bringing the
nations into a more intimate touch
with one another than has been
possible hitherto, and combating the
jealousy and ignorance which are
the evil seeds of war.

The New BUICK

as new and
unrivalled to-day as
the day it appeared



With all makes of cars on display—with the improvements
for 1929 a matter of record—it must be plain to everyone
that the new Buick with Masterpiece Bodies by Fisher
merits final recognition as the most advanced automobile
of the day!

Its arresting new body lines and contours stamp it im-
mediately as the newest and most distinctive motor car style.
Its new Valve-in-Head six-cylinder engine is not only the
most powerful automobile engine of its size in the world
but the leader in getaway, swiftness and stamina as well.
Moreover, a host of new luxury factors makes the new Buick
the most comfortable automobile to ride in and to drive.

Scores of thousands of buyers have recognized these facts
and entered orders for the new Buick during the past five
months. And scores of thousands of others are acclaiming
Buick's advanced quality at automobile displays
throughout the country.

Every comparison proves the new Buick an outstanding
value—as new and unrivalled today as the day it appeared!

BUICK

WITH MASTERPIECE BODIES BY FISHER

THE
DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

BIGGER VALUE for 1929

—and built for
the roads you use!

YOU will find the car you need at the price
you wish to pay in the 1929 Morris range,
and that car will give you the utmost value
for your money. Costly production machinery
and materials, and magnificent workmanship
make the Morris last longer, cost less to run,
and need fewer replacements. Complete
comfort is provided for by exceptionally roomy
design and studied care for detail.

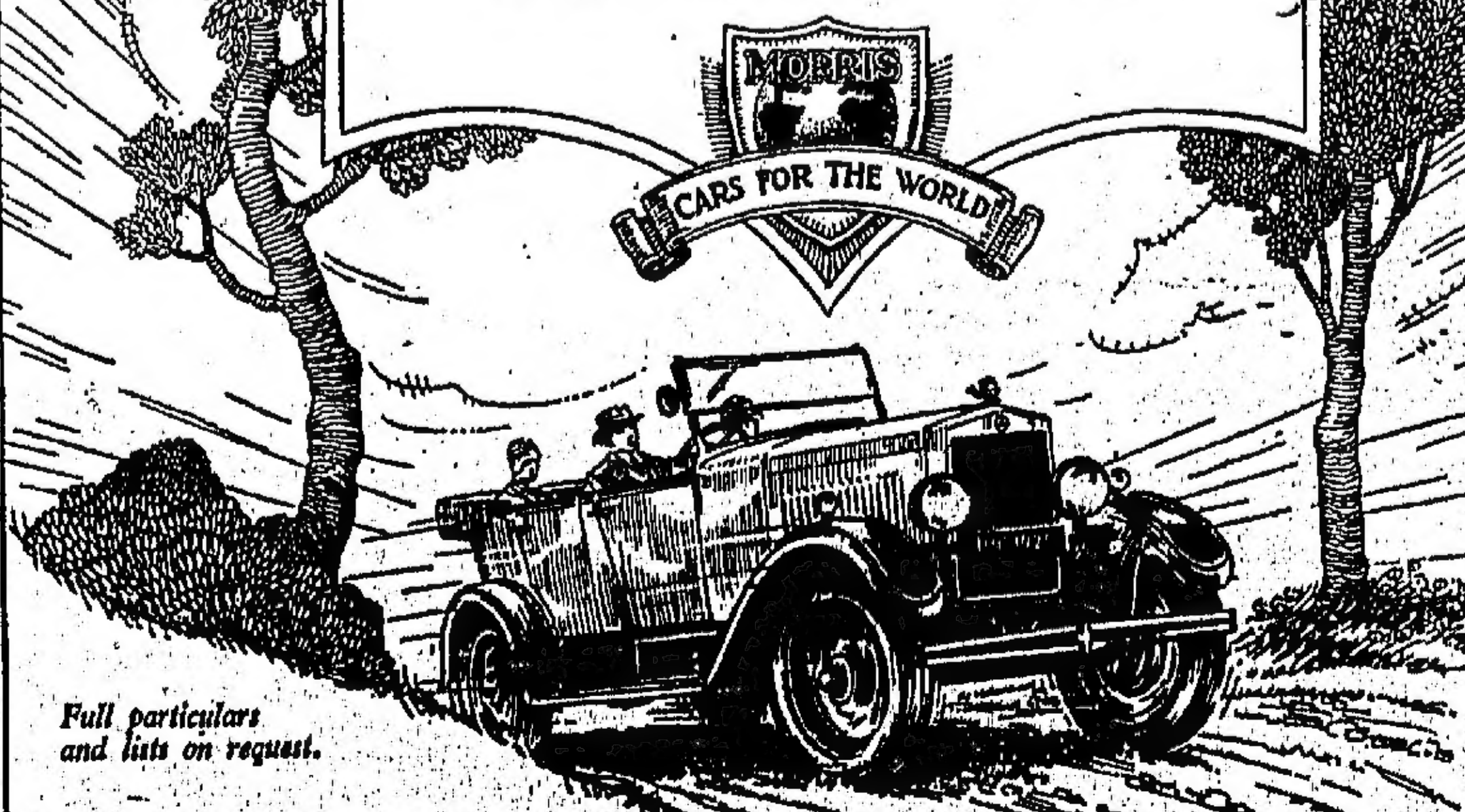
New and beautiful coachwork and cellulose duotone
colours. Dipping headlights standard on Oxford and
Cowley models. Bumpers and electric horns and
powerful four-wheel brakes standard on all models.

The Morris After-Sales Service is world-renowned, and
prices of spare parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine
products of Europe's greatest automobile building
organisation.

MORRIS

MORRIS MOTORS (1926) LIMITED
COWLEY - - OXFORD - - ENGLAND



Full particulars
and lists on request.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4769.



READ THIS!—It will convince you of the Reliability of Michelin Tyres.

One of our customers writes
..... No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them
..... I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre.....

Original of this letter can be seen at any time in our office upon application.

ALL SIZES IN STOCK.

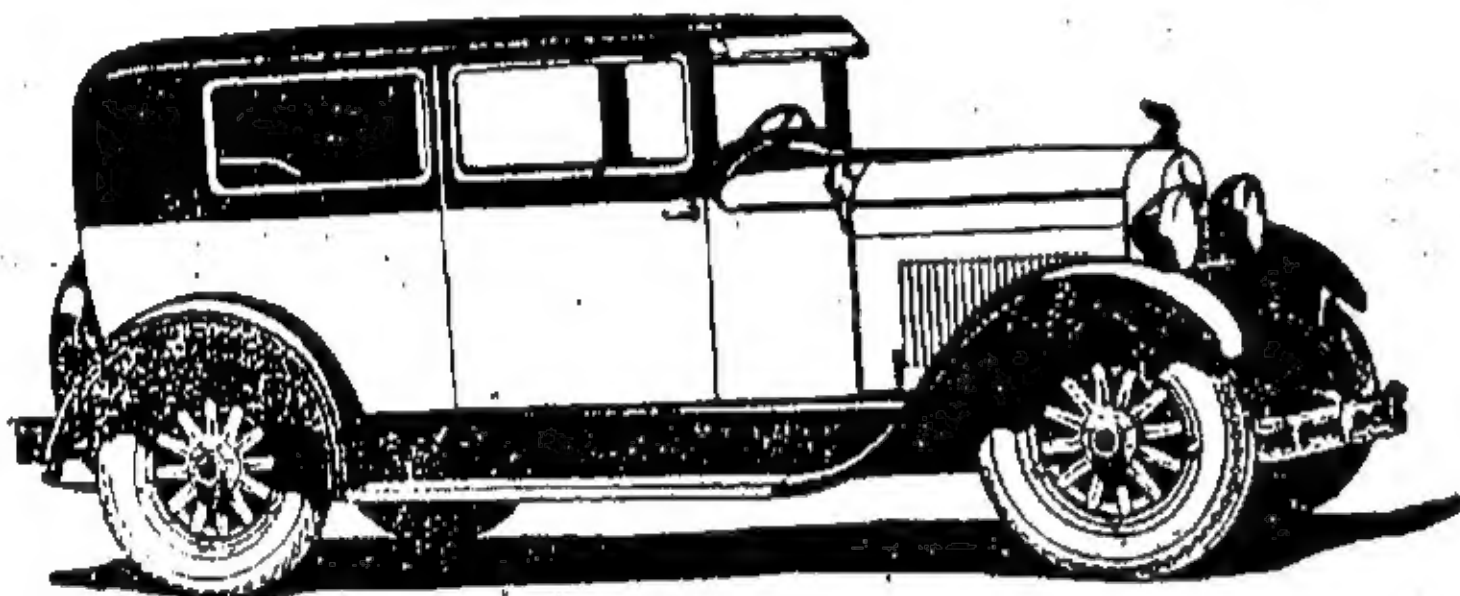
A. GOEKE & CO., DISTRIBUTORS.

China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

ESSEX SEDAN



\$2,550

1929 Model

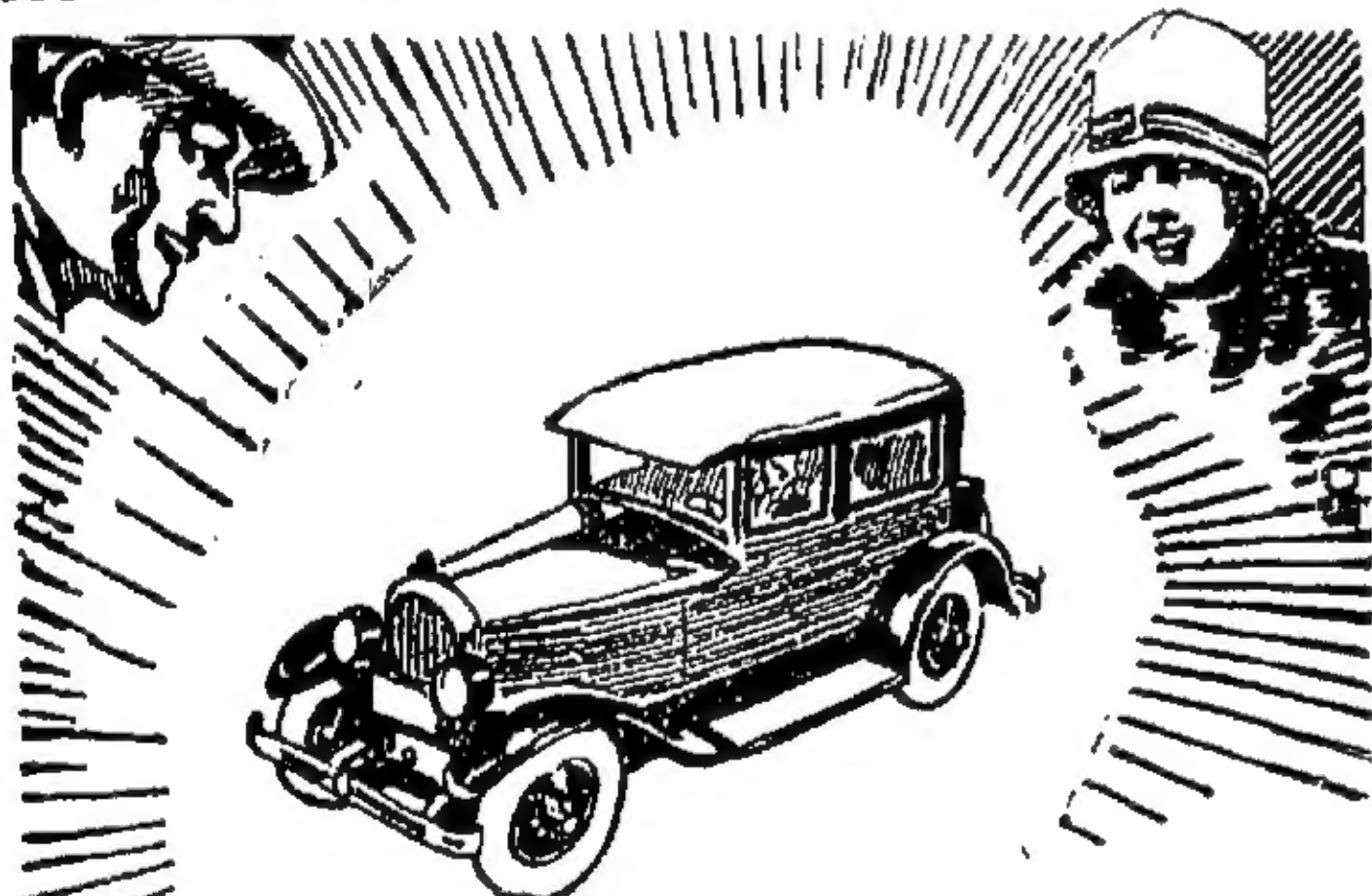
NOW ON VIEW

at

KIN CHEONG HONG

37, Connaught Road Central.

Telephone C. 6.



A CAR
YOU'RE PROUD TO DRIVE!

THERE'S a lot of dependable mileage in that car of yours—don't sell it! Let us repaint it in a bright new colour, and you'll be proud to take it through traffic! We use a fast drying, weather resisting finish. Call on us for an estimate.

THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.

Telephones C. 1219 & C. 6252.

DUCO



PAINTING

AIR TRANSPORT

(Continued from Page 18.)

British Empire. Now, after an arduous period of preparation, the time is ripe for the launching of a programme of imperial air communications.

Excellent progress is being made with the final organisation of the first regular British aeroplane line between England and India, and a regular weekly service should begin early this next year. One day will be occupied in covering the first section from London to Basle. Two days will be allowed for the Mediterranean section. After this the stage from Cairo to Basra will be flown in one day, while the final link from Basra to Karachi is timed to occupy two days—making a total of six days for the 5,000-mile route. By this service business men in London will be able to send out a letter to India and get a reply in the time taken by transport in one direction on the ordinary land-and-sea route.

Six Days to India

This first air-time schedule of six days to India is only provisional. Apart from a night rail journey between Basle and Genoa, it provides for high-speed transport by day only. Night flying does not enter at all into the initial programme. But fairly soon it is expected that along certain sections flying by night will be adopted regularly, and with the introduction of day and night flying on a permanent basis it should be possible, of course, to reduce the London-Karachi time schedule very considerably.

On the existing Cairo-Basra air service a large proportion of the available mail matter already travels by air. When that service extends to England in one direction, and to India in the other, a very heavy increase can be expected, and in a year's time it is possible that a ton of mails and light parcels will be flown to and from India every week.

For a time the trunk airline from London will stop at Karachi. But not, it is hoped for long. Arrangements are already in progress which will insure the continuation of the line across India. After this the through route should proceed onward via Singapore, thence to link up with the air lines of Australia, thus establishing the continuation of the line to Port Darwin and so onward to a number of Australian cities.

The ultimate aim is to send letters by air, flying by night as well as day, right through from London to Australia.

Swift Mail Possibilities

Time tables which have been prepared show that it should be possible for urgent mails to be air-borne from London to Melbourne, Australia, by a day-and-night relay system in not more than 178 hours, the schedule for the various stages being as follows:

Stage	Hours
London-Cairo	35
Cairo-Karachi	38
Karachi-Rangoon	30
Rangoon-Singapore	18
Singapore-Port Darwin	33
Port Darwin-Melbourne	30

The realisation of this ambition is no longer to be regarded as something of the distant future. Such a day-and-night air mail can be brought into being within the next few years, organised in every detail, if only a sufficiently determined effort is made.

Success in air transport is largely a matter of experience—like all other forms of transport—and it is only by active operation that we can gain that experience. Air transport is young and still offers great possibilities of improvement. Yet we really know something already about the operation of aircraft. Many of our administrative problems have been solved. It is in the technical realms of aviation that the important improvements must be made. We must have aircraft which will carry greater loads per ton per mile, and that objective can be attained only by a steady improvement in speed, stability and durability, combined with lightness and simplicity in construction.

Steady Increase in Size

One line of progress will be the steady increase in the size of aircraft. To-day we are carrying 20 passengers and can lift paying loads of several tons. It will not be long before we have aeroplanes carrying a load of about 50 passengers. The adoption of three-engined aircraft capable of flying on two engines has been a great step toward safety and reliability. Improvements are being effected also in reducing engine and propeller noises.

Promising results are rewarding researches into the problem of adapting heavy oil engines to aviation. Five such motors are being fitted into the new British airship R-101. In this vessel they will be tested under flying conditions and then the next step will be to apply them to commercial aeroplanes. As petrol forms a heavy item in the operation of an airway, the adoption of motors burning a cheap crude-oil fuel

should imply a very considerable reduction in running costs, while the use of crude oil will also prove a great boon from the point of view of lessening the risk of fire.

The limit of size to land aeroplanes would appear to be the size and surface conditions of the aerodromes available. In this respect seaplanes and flying boats offer a distinct advantage over land planes as size increases. The bigger the boat the more seaworthy it will be. I find it difficult to place any limit, except that of the provision of appropriate power plants, to the growth of waterborne aircraft.

Airships for Ocean Journeys

In the immediate future there will be two important developments in air transport, the general adoption of night flying and the establishment of airship operations. Speaking roughly, these two innovations will almost double the speed over long distances which has been attained by aircraft to date. The United States has already attained this standard in its day and night flying mail between New York and San Francisco.

The British Government is embarking upon a far-reaching experiment in the establishment of airships as a means of commercial transport. If it is successful—and I can find no reason to doubt this success—the airship promises to be an ideal conveyance for long through journeys involving the traversing of great oceans. Carrying a large number of passengers, and unhampered by the necessity of constant refuelling, these big airships will be able to remain in the air for days at a time, and will choose their routes in accordance with weather conditions and prevailing winds, just as the sailing ships used to do in the old days.

If the airship proves a commercial success it should be able to hold its own against the aeroplane as a carrier of mails and high-speed passengers over the great oceans for many years until advances in the development of big flying boats create a serious rival in speed, reliability and economy. Meanwhile the smaller landplanes and seaplanes will be developing land and coast-wise routes.

Planes As Airship Feeders

Personally I do not expect serious rivalry between airship and aeroplane. They should be supplementary to one another, and, generally speaking, the aeroplane will act as a feeder and distributor of the greater airship lines.

Before many years have passed airlines will be legion. The great airway system of the United States will be increased enormously. We should have regular airship services connecting Europe and North and South America, and flying also between England and Canada, South Africa, India, Ceylon, Australia and New Zealand. Such services should be carrying all mail matter and the majority of the first-class passenger traffic.

The airships maintaining such services will provide accommodation for perhaps 200 passengers and will have fuel for 4,000 miles. Aeroplanes routes will serve the ports of call of these airships, flying back into the continents behind them. Airship lines will very likely have been established over the Arctic Circle to the Far East.

Speed appears likely to be the most important factor in improved aircraft operation. Steamships and railways required 100 years to reach their present-day speeds. The first aeroplane to fly took the air almost exactly 25 years ago. We have now touched and slightly exceeded 800 miles an hour by air. Will the speed of aircraft increase for the next 25 years at the same rate?

The progress of aero-engine superchargers will facilitate high speed flights at very great altitudes. It is legitimate to visualise the mail carrying aircraft of the future flying at 800 miles an hour at levels of 30,000 feet, untroubled by weather conditions, and possibly assisted by constant and well-known winds. Such a service would place London within 12 hours of New York.

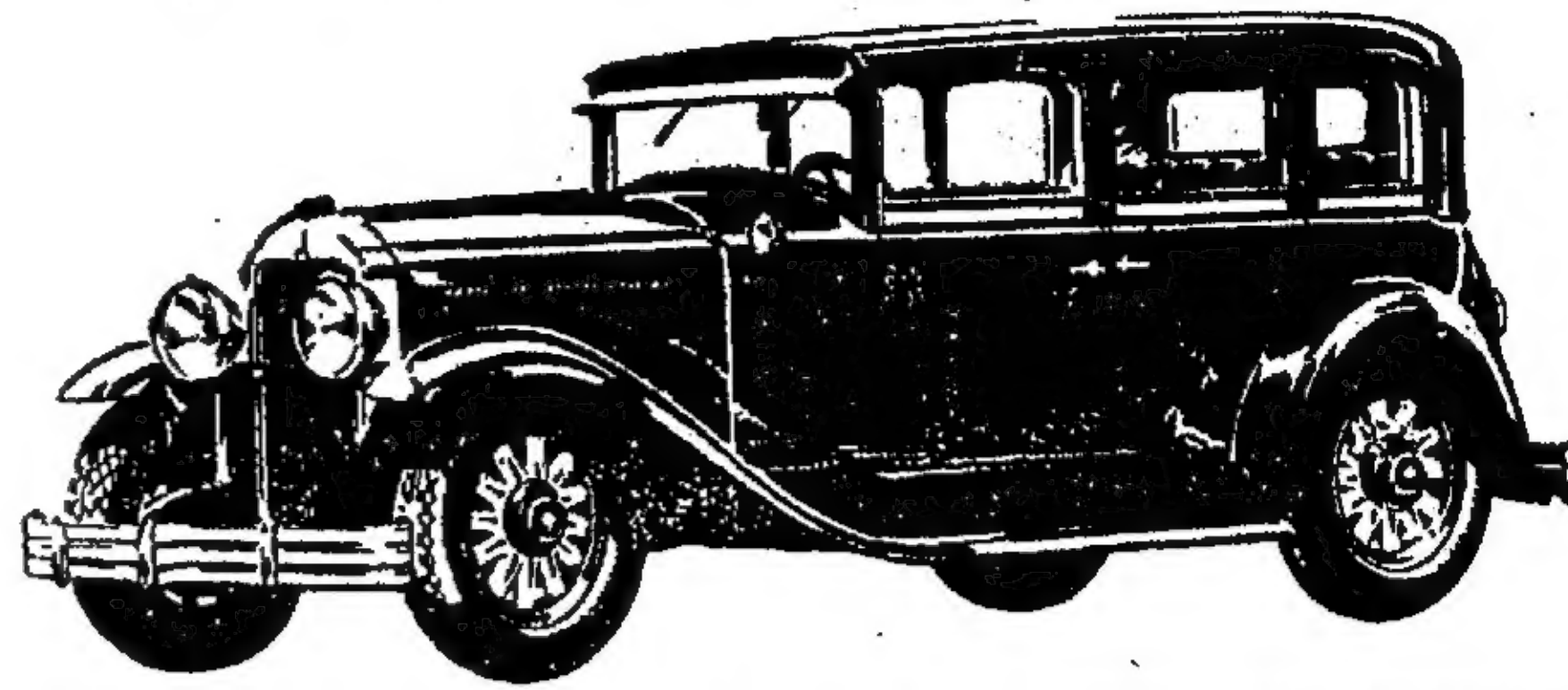
We are still only on the brink of the problem of scientific streamlining, and have scarcely visualised the possibilities of the production of power at a far lower cost in weight. Some scientists believe that the speed of sound is a possible attainment—that aircraft in the next 100 years may be flying at over 700 miles an hour, and may combine with this ability the power of rising and alighting with a very low forward speed.

Powers for Good and Evil
Looking into the future one sees that aviation has powers for good and powers for evil. But if only we can avoid war the powers of aviation for good generally, and for the benefit of the world, are incalculable.

There is a camaraderie of the air which is eliminating national prejudices, and it is as great far-flung bridges of human understanding that we should visualise our globe-encircling airlines, bringing the nations into a more intimate touch with one another than has been possible hitherto, and combating the jealousy and ignorance which are the evil seeds of war.

The New BUICK

as new and unrivaled to-day as the day it appeared



With all makes of cars on display—with the improvements for 1929 a matter of record—it must be plain to everyone that the new Buick with Masterpiece Bodies by Fisher merits final recognition as the most advanced automobile of the day!

Its arresting new body lines and contours stamp it immediately as the newest and most distinctive motor car style. Its new Valve-in-Head six-cylinder engine is not only the most powerful automobile engine of its size in the world but the leader in get-away, swiftness and stamina as well. Moreover, a host of new luxury factors makes the new Buick the most comfortable automobile to ride in and to drive.

Scores of thousands of buyers have recognized these facts and entered orders for the new Buick during the past five months. And scores of thousands of others are acclaiming Buick's advanced quality at automobile displays throughout the country.

Every comparison proves the new Buick an outstanding value—as new and unrivaled today as the day it appeared!

BUICK

WITH MASTERPIECE BODIES BY FISHER

THE
DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

BIGGER VALUE
for
1929

—and built for
the roads you use!

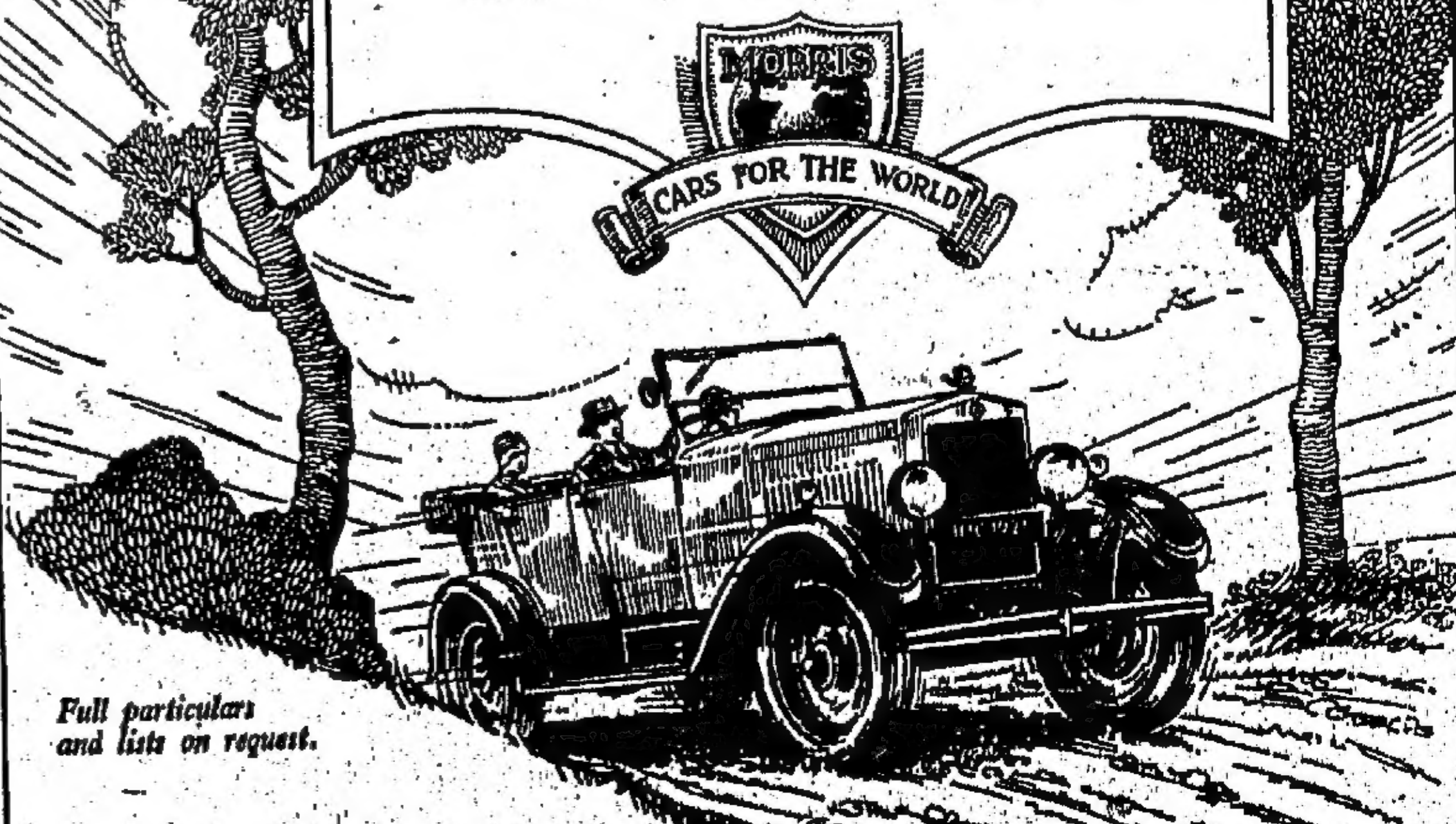
YOU will find the car you need at the price you wish to pay in the 1929 Morris range, and that car will give you the utmost value for your money. Costly production machinery and materials, and magnificent workmanship make the Morris last longer, cost less to run, and need fewer replacements. Complete comfort is provided for by exceptionally roomy design and studied care for detail.

New and beautiful coachwork and cellulose duotone colours. Dipping headlights standard on Oxford and Cowley models. Bumpers and electric horns and powerful four-wheel brakes standard on all models.

The Morris After-Sales Service is world-renowned, and prices of spare parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine products of Europe's greatest automobile building organisation.

MORRIS
MORRIS MOTORS (1926) LIMITED
COWLEY - OXFORD - ENGLAND



Full particulars and lists on request.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

GRAHAM-PAIGE

6261 MEN
Touring from \$2,300—Sedan from \$2,550.
SEDAN and TOURING MODELS
Sole Distributors for Hong Kong &
South China:
KOTEGATE & CO.
Pedder Building, 3rd floor.
Telephones C. 93 and C. 741.

Hongkong Sunday Herald.

號三月三年九十二百九千一英 HONG KONG, SUNDAY, MARCH 3, 1929. 日二廿月元巳己國民華中

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS
ILLUSTRATED.

25 cts.

25 cts.

WORLD'S WIZARD

Party Jeers For Liberal Leader

"A LIVELY RABBIT"

Old Pledges Still In The Pawnbrokers

London, Yesterday.
Mr. Lloyd George's scheme to reduce unemployment in a single year has been hailed by the Liberal newspapers as evidencing the revival of the ex-Premier's dynamic national influence, but the Conservatives and Labourites are most scornful.

Mr. J. J. Ramsay MacDonald, addressing a Labour demonstration, said: "It is a lively rabbit to get from a hat."

Mr. L. M. S. Amery, Dominions Secretary (referring to Mr. Lloyd George's promises when he launched national insurance) said: "When is your ninetieth for four pence now? It is a modest slogan compared with a hundred millions for nothing."

Mr. J. Ramsay MacDonald, addressing a Labour demonstration, said: "Lloyd George has renewed some of his old pledges, many of them still in the pawnbrokers. For example, homes fit for heroes."

Mr. J. H. Thomas said: "The Welsh Wizard's new trick entitles him to be called the world's Wizard."—Reuter.

BAHREIN ISLAND

Persian Government's Claim to Sovereignty

BRITAIN'S OPPOSITION

London, Yesterday.
Copies have been circulated to members of the League of Nations of a Note which the British Minister in Teheran has handed to the Persian Government in reference to the latter's claim to sovereignty over the island of Bahrain in the Persian Gulf.

The British Note deals in detail with the contentions put forward by the Persian Government, and transgresses them all.

Piracy Prevention

The Note also recalls that Britain first concluded a Treaty with the independent ruler of Bahrain in 1820 with the object of suppression of piracy and maintenance of peace in the Gulf. The British Government subsequently concluded other Treaties with the Sheikh of Bahrain as an independent ruler, and consistently refused to admit Turkish, Persian, and other claims to sovereignty over his dominions. The British Government during that time refused to accede to the Sheikh's request that Bahrain should be incorporated in the British Dominions. It was not until the Treaty of 1861 that the British Government, in return for the Sheikh's undertaking to abstain from maritime aggression, war, and piracy, assured him in return of their support against similar aggression; nor till 1880 and 1892 that they undertook unqualified liability for the foreign relations of that ruler under which he has now invoked their assistance in repelling what he not unnaturally regards as a wholly unprovoked attempt on his independence by a foreign Government.

More Pretensions

The Note expresses surprise that the Persian Government should have referred in the correspondence to Article 10 of the Covenant of the League of Nations under which members of the League undertake to respect and preserve as against external aggression the territorial integrity and existing political independence of all members of the League; and that they should seemingly imagine that the terms of this Article lay an obligation on members of the League to support Persian pretensions to the island, which is separated from Persia by the whole width of the Persian Gulf, and over which Persia has exercised no authority for 145 years.—British Wireless Service.

NEW SLOOPS

Coming to the China Station

London, Yesterday.
H.M. sloops "Bluebell" and "Foxglove" will be replaced on the China Station by the new sloops "Bridgewater" and "Sandwich."—Reuter.

The total output of the Kailan Mining Administration's mines for the week ending February 10 was 111, and the sales during the period amounted to 65,811 tons.

SCHOOL SPORTS

Central British Annual Gathering

CHAMPIONSHIP STRUGGLE

Great excitement prevailed yesterday, when the Central British Schools held their annual sports.

One young man, of very tender years, was discovered running round the track, firmly determined to break the record for the mile, but, after a little persuasion from his parents, he decided to defer the effort to another day.

As regards the School Championship, the competition between the Red and Blue houses was as keen as ever. The Blue championship house last year, came home again, winning by 120 points, to 93, despite the efforts of L. Marshall, who carried off the prizes in the Senior High Jump, the 100 yards School Championship, the 100 yards handicap, 220 yards Open 1/4 mile, and the Long Jump.

Blue House, with a very strong team, managed to win the Tug-of-War, after a stern struggle, although both sides were coached in a highly professional manner.

Distributing the prizes, Mr. E. Ralphs, H.M. Inspector of Schools, said that no better sport could have been seen. He only hoped that there would be more pupils in the School to follow the example that had been set before them. Also, amidst applause, he announced his intention to put up a Challenge Shield, to be competed for amongst the scholars.

Messrs. A. F. W. Davidson, J. H. Hunt, and P. Sands, officiated as judges. Mr. W. Jenner was the starter, and the scorers were Messrs. A. Gardiner and H. Layton.

List of Winners

The full list of winners as follows:—
High Jump, Senior: 1. L. Marshall; 2. D. Hynes; 3. I. Stirling.

High Jump, Middle School: 1. F. Fowler; 2. G. Eldridge; 3. R. Wood.

Throwing the Cricket Ball, Senior: 1. I. Stirling; 2. L. Marshall; 3. D. Hynes.

Cricket Ball, Middle School: 1. D. Monaghan; 2. F. Fowler; 3. R. Wood.

100 yds. School Championship, Senior Boys: 1. L. Marshall; 2. D. Hynes; 3. I. Stirling.

Middle School: 1. J. Rousseau; 2. V. Grunberg; 3. D. Monaghan.

160 Yards Handicap, Senior Boys: 1. L. Marshall; 2. J. Smith; 3. E. Butler.

Middle School Boys: 1. J. Rousseau; 2. V. Grunberg; 3. D. Monaghan.

Junior Boys: 1. R. Holder; 2. R. Hill; 3. A. Dalziel.

Senior Girls: 1. J. Bates; 2. P. Everest; 3. D. Booker.

Middle School Girls: 1. P. M. Caw; 2. D. Raven; 3. H. Wylie.

100 Yards Junior Girls: 1. E. Rousseau; 2. J. Stewart; 3. A. Black.

Old Scholars 100 Yards Open: Old Boys Winner: L. Weill. Old Girls Winner: D. Hamblin.

Sack Race: Senior Boys: 1. J. Smith; 2. T. Ingram; 3. R. Woolley.

Middle School Boys: 1. J. Rousseau; 2. R. Wood; 3. A. Macfarlane.

Junior Boys: 1. L. Phillips; 2. R. Holder; 3. I. Black.

Senior Girls: 1. D. Booker; 2. D. Hosford; 3. J. Bates.

Middle School Girls: 1. M. Richards; 2. D. Tolan; 3. H. Wylie.

Junior Girls: 1. E. Rousseau; 2. A. Black; 3. N. Laing.

100 Yards Skipping Championship, Senior Boys: 1. J. Bates; 2. P. Everest; 3. D. Booker.

Middle School Boys: 1. V. Grunberg; 2. J. Rousseau; 3. T. Monaghan.

100 Yards Skipping (Handicap), Senior Girls: 1. J. Bates; 2. D. Booker; 3. P. Everest.

Junior Boys: 1. R. Hill; 2. R. Hill; 3. A. Thirlwell.

100 Yards Senior Girls: 1. J. Bates; 2. D. Booker; 3. P. Everest.

100 Yards Middle School Girls: 1. D. Raven; 2. P. McCaw; 3. A. Miller.

100 Yards Junior Girls: 1. E. Rousseau; 2. E. Phillips; 3. A. Black.

Middle School Girls: 1. A. Miller; 2. R. Blackmore; 3. M. Boynting.

Junior Girls: 1. N. Laing; 2. P. Hamblin; 3. J. Stewart.

Egg and Spoon Race: Senior Girls: P. Everest. Middle School

AIR ESTIMATES

Decrease For This Year

ECONOMICAL EFFORTS

London, Yesterday.
The Air Estimates amount to £16,200,000, a decrease of £50,000 as compared with 1928. The gross total is £19,645,000, being an increase of £510,000 which, in a memorandum, Sir Samuel Hoare, Minister for Air, points out, is outweighed by a slightly larger increase in appropriations in aid.

He declares that the result has been achieved by the most strenuous efforts of economy, and that "a progressive reduction in the net Air Estimates cannot be expected to continue."

Trials of Airships

The memorandum says that the construction of R100 and R101 took longer than anticipated due to the fact that both airships represent a great step forward in size and embody novel principles in design. The airships should begin their trials in the Spring. It is hoped that flights to overseas bases like Karachi and Montreal will be successfully carried out during the year.

It is intended in the coming year to add the equivalent of seven new squadrons, namely, a regular squadron, a cadre squadron, three auxiliary Air Force squadrons for Home defence, two new flights for the Fleet air arm, and another unit for the flying boats.—Reuter.

ANTI-WAR PACT

Ratification By British Empire

FORMALLY DEPOSITED

Washington, Yesterday.
The British Ambassador at Washington has deposited with the State Department the ratification of the Kellogg Pact on behalf of Great Britain, the North of Ireland, South Africa, Australia, New Zealand, and India.

The Canadian and Irish Free State Ministers in Washington are depositing the ratification on behalf of their own Governments.—Reuter's American Service.

AUSTRALIAN MINERS

Coal Shortage Averted in Sydney

WAGE CUT QUESTION

Sydney, Yesterday.
The conference of mining unions has rejected all proposals involving a wage cut. The notice posted by the northern colliery owners expired to-day, and 11,000 miners in the directly affected mines which are not in the Federation are continuing work. There is no fear of an early coal shortage in Sydney.—Reuter.

FOR GENEVA

Sir A. Chamberlain Departs

London, Yesterday.
Sir Austen Chamberlain, Secretary of State for Foreign Affairs, still showing signs of his recent chill, departed to-day for Paris en route to Geneva to attend the Council of the League of Nations.—Reuter.

Girls: D. Raven. Junior Girls: E. Rousseau.

440 Yards Handicap: Senior Boys: 1. L. Marshall; 2. I. Stirling; 3. E. Butler.

Middle School Boys: 1. V. Grunberg; 2. D. Monaghan; 3. R. Phillips.

Wheelbarrow Race: J. Chubb and partner.

Relay Race (Girl); Seniors, Reds: Middle School, Blue.

Mile, Open, Seniors: 1. J. Smith; 2. P. Wittchell; 3. L. Marshall.

Middle School: 1. V. Grunberg; 2. R. Phillips; 2. D. Mackay.

Skippping Championships: Senior Girls: 1. J. Bryson; 2. L. Salmon; 3. G. MacNollie.

Middle School Girls: 1. M. Poynting; 2. M. Grimes; 3. P. McCaw.

Junior Girls: 1. D. Monaghan; 2. J. Rousseau; 3. F. Fowler.

Long Jump: Seniors: 1. L. Smith; 3. I. Stirling.

Middle School: 1. D. Monaghan; 2. J. Rousseau; 3. F. Fowler.

Relay Race: Seniors:—Blue; Middle School:—Blue.

Obstacle Race: Seniors:—Blue; Middle School:—Blue.

Tug-of-War: Blue.

PUNTERS' BAD DAY

(Continued from Page 5.)

Parl-mutuel.—
Winner \$19.10.
Places: 1st \$8.40; 2nd \$7.30.

7.—The Hong Kong Handicap.—"B" class.

Stanton & Reidy's Blue World 163 lbs. (Mr. Reidy) 1

Cheng & Ng's Doubtful 150 lbs. (Mr. Clark) 2

Yam Man's Fifty-Fifty 155 lbs. (Mr. da Roza) 3

Loo Cheuk-suen's U Un II 151 lbs. (Mr. Proulx) 4

Chan & Rafeek's Nara Stag 158 lbs. (Mr. Quincey) 0

Chan & Rafeek's Fanling Stag 153 lbs. (Mr. Harriman) 0

Roda's Bright Prospect 150 lbs. (Mr. Loo) 0

Time: 2 mins. 42.5 secs.
1 1/2 lengths, 1 length.

Parl-mutuel.—
Winner \$34.00.
Places: 1st \$13.40; 2nd \$17.20; 3rd \$8.10.

8.—The Professional Cup and Subscription Griffs.—A Sweepstakes of \$25 each for starters. A Cup presented. \$500 to the Winner by the donors and \$1,000 added. Second \$500. Third \$300.

To be won two years in succession or three years in all by ponies the bona fide property of the same owner or owners. Weight for inches as per scale. One Mile and a Quarter.

W. E. L. Shenton's The Pheasant 152 lbs. (Mr. Clark) 1

Chan Pih-chuen's The Sun 155 lbs. (Mr. Quincey) 2

Dyer & Beith's Loch Elvie 152 lbs. (Mr. Heard) 3

Dynasty's King Falloch 158 lbs. (Mr. Haimovitch) 4

Hee Cheong's Bronze Idol 152 lbs. (Mr. Harriman) 0

Time: 2 mins. 41.1/5 secs.
2 lengths, 2 1/2 lengths.

Parl-mutuel.—
Winner \$12.00.
Places: 1st \$8.10; 2nd \$9.70.

9.—The "United Services" Cup.—A Cup presented to the Winner with \$200 added. Second \$150. Third \$75.

For China ponies the bona fide property of and to be ridden by Officers of H.M.'s Regular Forces. Ponies loaned by Officers from Government will, for the purpose of this Race, be considered as the bona fide property of such Officers. Catch Weights at 160 lbs. Entrance \$5. One Mile.

As You Like It (Mr. Churchill) 160 lbs. 1

Movanagher (Mr. Cave) 160 lbs. 2

Fire Call (Mr. Gregory) 160 lbs. 3

Grey Eyes (Mr. Scott-Elliott) 160 lbs. 4

Dumbell (Mr. J. G. Shillington) 160 lbs. 0

Tap Star (Mr. A. B. S. Clarke) 160 lbs. 0

Time: 2 mins. 14.2/5 secs.
2 lengths, 4 lengths.

Winner \$17.90.
Places: 1st \$8.50; 2nd \$8.50; 3rd \$14.90.

10.—The Also Ran Stakes.—Winner \$400. Second \$150. Third \$100.

For Griffs of this Meeting that have started at least twice and have not won. Subscription Griffs of this Meeting allowed 10 lbs. Weight for inches as per scale. (Jockey allowance.) Allowances accumulative. Entrance \$5. One Mile.

Eve's Grand Tattoo Eve 158 lbs. (Mr. Pote-Hunt) 1

L. Dunbar's Delaware Bay 160 lbs. (Mr. Hill) 2

Yam Man's Blue Danube 155 lbs. (Mr. da Roza) 3

W. T. Stanton's Buster 158 lbs. (Mr. Stanton) 4

Time: 2 mins. 08.1/5 secs.
3 lengths, 4 lengths.

Winner \$6.80.
Places: 1st \$5.40; 2nd \$6.10.

11.—The "Lucky" Stakes.—Winner \$400. Second \$150. Third \$100.

For China ponies that have started in at least two Extra Meetings in 1928 and at least twice at this Meeting and have not won at this Meeting. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Six Furlongs.

Eve's New Year's Eve, 155 lbs. (Pote-Hunt) 1

Chan Tin-sion's Winsome Stag, 158 lbs. (Mr. Quincey) 2

Yam Man's One-Third, 163 lbs. (Mr. da Roza) 3

Hynes and Mackie's Peck, 163 lbs. (Mr. Clark) 4

R. M. Austin's Brigade Call, 153 lbs. (Mr. Gordon) 0

Lau and Lee's Duke of Nieblung, 153 lbs. (Mr. Lee) 0

Chong and Ng's Glory, 152 lbs. (Mr. Proulx) 0

N. Hashim's Sunning, 158 lbs. (Mr. Charles) 0

Time: 1 min. 30 secs.
A neck; 4 lengths.

Parl-mutuel.—
Winner \$8.70.
Places: 1st \$5.60; 2nd \$5.90; 3rd \$8.80.

CHINESE Y.M.C.A.

Annual Campaign Started

\$35,000 WANTED

An interesting gathering was held at the Chinese Y.M.C.A., Bridges-street, last night, when nearly 150 members and supporters came together to make plans for the annual financial and membership campaign. Dinner was served in the gymnasium, at which the President of the Association, Mr. K. L. Ohau, took the Chair. With him were fifteen old workers for the Y.M.C.A., who have agreed to lead teams in the campaign.—Messrs. Jan Con-sang, Wong Tong, S. P. Hsu, W. K. Lee, S. F. Tam, T. Kai Leung, Parkin Wong, O. Y. Lyen, K. W. Wong, K. Y. Ngan, P. K. Kwok, Li Woon-soi, Sze To-chung, Ho Pak-ping, and Dr. C. W. Ho.

Some of them have led teams in the past, others are new, but all were equally enthusiastic over the idea of reaching the goal—\$35,000.

Mr. Ko Sik-wai, one of the secretaries, announced the plan for the campaign and explained why a larger sum than usual was required this year. In addition to \$20,000 for current expenses, the sum of \$15,000 is needed for the completion of the Kowloon building in Waterloo-road, now in course of erection. This is being built on a larger scale than was at first anticipated, but even then it will scarcely meet the needs of the growing population in Kowloon.

Two of the oldest members, Mr. Jan Con-sang and Mr. Wong Tong, addressed the meeting and left no doubt that they expected the goal to be reached.

The campaign will close on March 16.

Some Good Talent
The social opened with an excellent programme of instrumental and vocal items which pleased immensely. The first item was a fine piece of Chinese classical music presented by Messrs. W. K. Fung and S. F. Chan, who were deservedly well applauded.

Then followed Mr. H. C. Leong with a well rendered violin solo with piano accompaniment by Mr. F. K. Chan. Another pleasing piece of Chinese music was presented by Miss S. H. Cheung, who sang a native song with pretty effect, accompanied on Chinese musical instruments by Messrs. Ng, Fung, Chan and Chan.

A novelty turn for an amateur performer was offered by Mr. S. S. Ong who gave a solo on the musical saw with piano accompaniment by Mr. F. K. Chan. The music given out by the saw sounded like a female voice humming and it had an unusually pleasant appeal for the listeners. The concert was wound up with a sketch entitled "Hotel Life" presented by a band of residents who were referred to on the programme as "Our Own Regulars."

Dancing followed to music by the Hong Kong Hotel Orchestra which played the following well arranged programme:—
Fox Trot: "Where you are—near or far."
Fox Trot: "Hit the deck—Hallelujah."
Fox Trot: "Collegians."
Fox Trot: "You are a real sweet-heart."
Waltz: "Jeannine."
Fox Trot: "Angel Mine."
Fox Trot: "That's my weakness now."
Fox Trot: "Lucky in Love."
Waltz: "Ramona."
Fox Trot: "You are wonderful."
Fox Trot: "My girl Sal."
Fox Trot: "Speedy boy."
Waltz: "Chicquita."
Fox Trot: "You're just a great big baby doll."
Fox Trot: "Dream Kisses."
Blues: Selected.
Fox Trot: "Good news."
Waltz: "Carmen."

The following are the officials to whom much credit is due for the excellent arrangements made:—
Warden, Rev. C. B. Shann; Chairman, Mr. C. W. Lam; Hon. Treasurer, Mr. T. K. Lien.

Committee Members:—Messrs. H. T. Bee, Y. F. Poon, Chan Sack-fong, K. W. Chan, S. F. Chan, W. N. Chau, P. F. Fung, K. C. Lam, K. D. Ling, B. S. Lim, C. F. Lo, K. S. Ng, T. E. K. Sze, T. K. Tan, T. L. Tan, K. S. Tay, A. L. Teal, Y. S. Woo, and E. Q. Lim, Hon. Secretary.

The dinner held under the auspices of St. David's Society on Friday night was scarcely the success anticipated. It was learned that there was a considerable difference of opinion in the matter of the arrangements, with the result that some attended the dinner and the rest stayed away.

A charity dance was held in the Royal Engineers' headquarters last night in aid of the dependants of Staff-Sergt. Lloyd, who recently died on the way Home. There was a large gathering present to assist the good cause.

Another Fine Display at the Star
MISS CAPELL'S PUPILS
Another well-merited success was scored by Miss Violet Capell and her pupils in the Star Theatre last night when they gave their second entertainment in one week.

All the children, tiny tots and bigger girls, were in their element, dancing as if it was quite a commonplace to appear on the public stage before a big audience of adults. Miss Capell undoubtedly has the knack of getting the best out of her pupils within a very short time and, what is more, getting them to respond so well to the training done in private.

Apart from the cause of charity Miss Capell and her talented band must feel that they have earned the gratitude of all present, both at the Queen's and the Star, for a most pleasing display of dancing.

Boxing
(Continued from Page 1.)
Some amusement was caused in the tenth round, when the gong slipped to the floor, and both boxers at once stopped, until ordered to box on. Creighton was obviously out to finish matters in the 12th, and dropped Bowden just before the bell. Bowden came up gamely for the 13th round, after looking beaten, and swapped punches, with Creighton still scoring. Bowden refused to be beaten, and fought back in the pluckiest fashion in the last two rounds, but Creighton, boxing well within himself, took the verdict by a large point margin.